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SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.

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Abroad as a Newspaper.] ONE PENNY.

IN THE DOG WATCH.

"The Labour Question can never be shelved again." So Cardinal Manning said to one of the faithful in the course of an interview last Tuesday. And the Cardinal is right. Not only the autocratic German Emperor, the Tory English Government, but the Pope himself has found it necessary to deal in some sort of a way with the subject. Wherefor we who have assisted to bring it to the front are encouraged to keep it there until justice be done. Until then, to talk about this being a Christian or a civilised country is the most idiotic drivel, befitting only a knave or an imbecile.

Whalebone at present fetches £2,300 a ton. Out of this the whalers—the men who actually catch the whales—receive but the merest trifle, the lion's share going to the insatiable maw of the capitalists, who sit at home at ease, while, amid hardships and perils exceptional even in a seafaring life, the hardy Dundee, Peterhead, and Shetland men are toiling at "the whale fishing" as they call it. If the Dundee, Peterhead, and Shetland men will but stick together and to the Seamen's Union, the present will be the last whaling season that the owners will pocket such unfair shares of the profits.

As the question of SEAFARING becoming the property of the Seamen's Union is constantly being raised by others as well as Mr. Overton, whose letter we print this week, in order to prevent any misunderstanding, it may be well to say, once for all, that there need be no difficulty on that score so far as we are concerned, if fair terms be arranged. As to the present editor remaining editor after the change, that raises questions which we cannot here discuss.

A correspondent, signing himself "A Sailor," writes to the *Shipping Gazette* :—

Six weeks ago I went to work (with 10 others) as A.B. aboard a steamer. Before we turned to the boatswain demanded of us our Union cards. They were shown, and he then called our attention to the fact that we were considerably in arrears, and told us that if we did not pay up every week we should not be wanted there. I have paid up to the Union, owing to the pressure he has brought to bear on me, 2s. 6d. per week, although I was idle some two months before I started there.

This the *Shipping Gazette* calls "Union slavery." Because the baker will not give you bread, nor the butcher meat, unless you pay for it, you might as well call that slavery, as call it slavery to have to pay your dues to the Union. The sailor who

writes to the *Shipping Gazette* does not refuse the increased wages got for him by the Union. He only objects to supporting the Union because he is stupid enough to imagine that the Union can exist without funds. It is well for the Union, and him too, that his boatswain compelled him to pay up. It is a pity that all boatswains are not as particular. If they were, the Union, and consequently the seamen, would be better off.

Here is a portrait of the organising secretary of the Seamen's Union for the North of Scotland,



Mr. J. D. RENNIE,

a sketch of whose career will be found on page 3.

Cork, since the Seamen's Union was established there, has, it appears, made great strides in the direction of temperance, which Father Mathew so eloquently urged, and Cardinal Manning so highly approves. Cork people, especially Catholics, will be glad to know that his Eminence is greatly pleased over this progress.

Before another issue of SEAFARING is in the hands of our readers, the Sailors' and Firemen's Union will have lost the services of Mr. W. M. Maxwell, who, ever since the inception of that organisation, has been Mr. J. H. Wilson's right hand at the head office. This event cannot be allowed to pass without an expression of the regret which will be generally felt by all having dealings with the Union, more especially as his recent

severe illness has left Mr. Maxwell in such a state that the doctors advise him not to pass another winter in England.

In the interests of the Union many wish to see an effort made to retain Mr. Maxwell's services, at least till the annual meeting next October, by offering him a holiday and an increase of pay. Should Mr. Maxwell be induced to retain his post it would be well that he should have entire charge of the Union accounts at the head office, and be held responsible to the Executive and the annual meeting for them. This would greatly relieve Mr. Wilson, and leave him more time for his various other duties, which, even without the accounts, are far too much for one man. In fact, much of his time as Mr. Wilson gives to organisation, he already stands in need of organisers to assist him, simply because he cannot be in more than one place at once.

A correspondent who ought to know informs us that Mr. W. Younger, the Liberal Unionist candidate for Orkney and Shetland, means to pay special attention to the Seamen's needs. This is exactly what the present M.P. for these islands has not done. On the contrary, if he did not take part in trying to ruin a native of these islands who has done much for the seamen's cause, one or more of his partisans, with whom he should be in touch, attempted to crush that individual.

"The lead was not used." "The neglect of the lead was unjustifiable." This is the sort of thing we read week by week in the reports of inquiries into wrecks. Not a week passes but some master, mate, or both, have their certificates dealt with for casualties arising out of neglect to use the lead. This being so, what is the explanation of the neglect? As far as we can make out, it is simply due to the fact that the crews are not Union men, and are therefore incompetent and unable to heave the lead, knowing as much about the marks and depths as a shoe does about astronomy.

We have never had the pleasure of meeting Mr. Lambert, but knowing him only by his high reputation, we are glad to insert the following which Captain Dawson, R.N., sends us:—The Reverend Edgar Lambert, M.A., Chaplain to the Missions to Seamen for the Port of Sunderland, has very gallantly saved a ten-year-old boy who fell into the Hendon Dock at that place. Mr. Lambert, whose duties are mainly the moral rescue of sailors from the evils of a great seaport, is also a member

of the Volunteer Life Brigade, and throwing off his coat and waistcoat he jumped into the dock after the drowning lad, and brought him ashore safe, but much exhausted. The Missions to Seamen has been built up into a model for other seaports by Mr. Lambert's devotion to sailors, amongst whom his name is a household word all the world over.

Now that the general election is at hand the Government, of course, wish to do the popular thing as far as possible, which may explain the rumour we hear that Alderman Horgan, the present Mayor of Cork, is to be knighted for various public services. Our readers will be glad to hear this, as they will remember that Alderman Horgan has been a staunch friend to the seamen, not only presiding at their meetings, but visiting in prison those of them unjustly convicted, and generally using his influence for the seamen.

YARNS.

CLXVII.

THE DUDE SAILOR.

A. B. Alexander writes a readable article on summer sailors for the *Cape Ann Advertiser*. The old fisherman was spinning yarns about the dude sailor. He said:

The last time I went shipmates with one of them dandy sailors, we came nigh swimming for it. A young, good-looking chap asked for a chance to go out with me, and I let him go. He wanted to see how a trawl was hauled, and seemed sort of tickled at the idea of going. We had a free run out to the ground, but had a baffling head wind back. I hauled one trawl and under-run the other, and the young feller took the whole business down in a note-book.

After a time I got things straightened out, and was on the homeward track. We was standing along on the wind headin' up sharp, huggin' the shore between the Londoner and Thatcher's Island.

The city sailor had been rattling on at a great rate about how many yachts he had been on, the number of time he had crossed the ocean in steamers, and how easy he learned to reef, hand and steer.

I knew what he was driving at, for I had been shipmates with folks just like him before; he wanted to steer. After a while he asked me, and I let him try his hand. He thanked me, for he was a perlite chap, like most all of them, and I went below into the cuddy to fix an old trawl which needed some overhaulin'.

I told him what to do if the wind headed off any, and now and then shoved my head out of the gangway to see how things were getting along, and each time he told me I needn't worry, as he knew how to handle one of these kind of boats.

I kind of half thought he might know something about boats, for some people with white hands and fine clothes do know a tat about seafarin' things, and hadn't looked up for some time, but I could see him all plain at the tiller. All of a sudden I saw that he got red in the face, and acted excited like. I jumped and pushed my head out of the cuddy to see what was up. Well, there was something up, and no mistake! We were right under the bow of one of them big St. John wood-boats, and she

running afore it at a six-knot gait. Here was a pretty mess. If the durned fool had minded his own business there wouldn't been any trouble; for the old wood-boat would have kept clear of us, as we had the right of way, "jam" on the wind, and on the starboard tack; but he was trying some monkey-shines and fancy tricks he had read in books, and was all mixed up. The man at the helm on the wood-boat was sweating drops of blood, chasing the old-fashioned travelling wheel across deck, trying to keep clear of us. First it was hard up and then hard down, and we backed and filled like two people trying to pass each other on the street.

I jumped on deck and shouted to the city chap to put the tiller hard up, for that was our only squeak to get out of the scrap, and I'll be durned if he didn't put it hard down and jumped on it to keep it so! I had to grab him by the collar and yank him away from it, and in the scuffle we tripped over a coil of the main sheet and fell; he overboard and I into the bottom of the cock-pit. As he fell he grabbed hold of the dory painter, and after a good deal of kickin', puffin' and blowin' he hauled himself aboard, lookin' like a wee rat.

I had no time to fool with him, for the wood-boat was almost on top of us and comin' like a mad dog frothin' at the mouth. I got the tiller up just in time for the Susan to sneak clear of her bow, and to save us from being cut in two midships.

We didn't get off without a scratch, for as we shot out from under the bow of the old wood boat our mainboom toppin'-lift got a-foul of the fluke of her starboard anchor and yanked everything out by the roots; and the way our mainboom and mainsail was scattered about was a caution. It's a wonder we hadn't been killed, the way things whizzed about our heads.

The peak halliard block came down by the run and struck the dude sailor on the port shin. I was never so mad since the time during the war when the Alabama stole the old Ellen Maria from me, but I had to laugh to see him kick and tumble 'round decks. As soon as we locked horns we swum alongside the wood-boat, and she towed us stern first about half-a-mile. Her captain was mad, and wouldn't let her come up in the wind to give us a chance to get clear, and we had to cut and chop at everything. After a time we got clear of the tar and oakum-fastened craft, and dropped astern, pretty well "trimmed up." The captain and me exchanged words as long as in hailin' distance.

CERTIFICATE SUSPENDED.—A Local Marine Board inquiry was held at Cardiff into the conduct of Alexander Carr, second engineer of the steamship *Davenboy*, of Hartlepool. The vessel left Hull on the 18th, and arrived at Cardiff on the 22nd inst., and it was alleged that Carr was under the influence of drink more or less during the voyage. His certificate was suspended for a month.

THE RIVER THAMES.—The general report of the Conservators of the Thames for 1890 contains some items of interest. It is stated that 46 sunken vessels were raised by the Conservators' wreck-raising plant during the year. Of these, nine were steam vessels, measuring 7,732 tons, three were sailing vessels, measuring 251 tons, and 34 were barges, measuring 1,333 tons. With a view to the more efficient marking of wrecks sunk in the river and to preventing danger arising therefrom to the navigation, the Conservators have established a service of boats, specially fitted and manned for the purpose. During the year two large steam dredgers were continuously employed in improving the navigable channel in the lower reaches of the river, and one in the navigable channel above London Bridge.

THAMES WATERMEN AND LIGHTERMEN.

DEPUTATION TO SIR M. HICKS BEACH

A deputation from the Amalgamated Society of Watermen and Lightermen on the River Thames, last Monday, waited upon Sir Michael Hicks-Beach, at the Board of Trade, to urge the right hon. gentleman to carry out the recommendation contained in the report of the Select Committee, which last year rejected the Thames Watermen and Lightermen Bill. The recommendations of the Committee were as follows:— "That the constitution of the company, called the 'Master, Wardens, and Commonalty of Watermen and Lightermen of the River Thames,' should be amended, the company ceasing to be, as now,

A CLOSE CORPORATION.

Whenever a vacancy takes place in the court of the company, it should be filled up by election, the electors being in all, or the majority of cases, the freeman of the company, and no one being eligible except a licensee of full age. That the examination for a lighterman's license should be more strict than at present. That any person should be eligible for a lighterman's license, if found on examination to possess the necessary qualifications, it being no longer necessary that he should be an apprentice to a freeman or to the widow of a freeman, or to a bargeowner employing a freeman or a licensed lighterman. And your Committee recommend that a Bill to effect these amendments of the present law be prepared by the Board of Trade and introduced in the next Session of Parliament." The deputation, which was introduced by Mr. Isaacson, M.P., consisted of delegates representing 23 branches of the society. Mr. J. Wilson, M.P. (Durham), was also present.

Mr. Isaacson, M.P., said he had been called on at a moment's notice to introduce the deputation. They were anxious that the recommendation of the Select Committee should be carried out, and they

WISHED TO BE REPRESENTED

on the court of the Watermen's Company.

Mr. R. Fairbairn, president of the society, urged that the necessities of the case must be the excuse of the deputation for soliciting this interview. This time last year they presented a memorial to the court of the Watermen's Company, asking them to adopt the principle of the recommendation of the Committee of the House of Commons on the Thames Watermen and Lightermen Bill. The Committee recommend that the court should be more representative, and that there should be a stricter examination as regarded applicants for licenses. For 25 years they had been advocating this policy to the court of the company, owing to the

DISSATISFACTION WHICH WAS FELT

with the administration of the court. All the districts on the river were represented in the deputation, and the copy of the rules, which he handed to the right hon. gentleman, giving a list of these districts, would show that there could be no misunderstanding as to the representative character of the deputation. The deputation felt that the body which examined lightermen should consist of practical men, but under the Act of Parliament working-men could not be placed on the court of the Watermen's Company.

Sir M. Hicks-Beach: Are you all freemen of the company?

Mr. Fairbairn said that every man present held a license. In 1870 an Act was passed under which the licensed watermen and lightermen were for the first time entitled to receive

A PRINTED BALANCE-SHEET

of the Company; but they were still dissatisfied, because, although they subscribed to the fund, they had no voice in its expenditure, and large sums of money—amounting to between £4,000 and £5,000 per annum—were distributed by the court without the licensed freemen having the slightest voice in the administration of the fund. The committee of last year rejected the proposal that the licensed freemen should be represented on the Court, but he understood that the Court were afterwards influenced by a communication from the right honourable gentlemen urging that additions should be made to make the Court a more representative body.

Sir M. Hicks-Beach: I communicated with the Watermen's Company in consequence of the report of the Committee.

Mr. Fairbairn said the court had not acted upon the suggestion of the right honourable gentleman, but had filled up the vacancies still further from amongst the master lightermen. The court had granted the freedom of the company to a few master bargeowners, but the

7,000 MEN

represented by the deputation were still ignored, and although they presented a memorial to the court a few weeks after the report of the committee was issued, they had not received a reply beyond the verbal statement that the matter was still under the consideration of the company. The deputation considered the right hon. gentleman was a superior authority to the Watermen's Company, because he was the supervisor of the Board of Conservancy.

Sir M. Hicks-Beach: I have absolutely no power in the matter.

Mr. Fairbairn: If we only had your influence—

Sir M. Hicks-Beach: I have already written to the company.

Mr. Fairbairn: But they have ignored your recommendation.

Sir M. Hicks-Beach: They objected to the report of the committee, and

I HAVE NO POWER

to make them do anything in the matter.

Mr. Fairbairn: We have come here with the idea of proposing the olive branch to the Company. The right hon. gentleman, in answering a question put in the House Commons by Sir E. Grey, said some time ago that the Bill of last session appeared to satisfy nobody, but the working men were satisfied with the principles contained in the report of the Committee.

Sir M. Hicks-Beach: Then I should have excepted you. You are the only persons who are satisfied.

Mr. Fairbairn said the deputation had no desire to trouble the Board of Trade to introduce a Bill if they could secure

REPRESENTATION ON THE COURT

of the Watermen's Company. They had spent nearly £1,000 on the Bill of last session, which would have given them that representation, and they now asked the right hon. gentleman to use his influence with the Court to include working-men representatives.

Sir M. Hicks-Beach: You want me to do everything for you. You must do something for yourselves.

Mr. Fairbairn: You are the head of the department.

Sir M. Hicks-Beach: I am the head of a department which has nothing whatever to do with you. I have no power in this matter, and no responsibility.

Mr. Fairbairn: I understand you sent them a letter; that they came here to have a conversation with you on the subject, and that you left it to them to adopt this recommendation. They have attempted to do so, but in the wrong direction.

Sir M. Hicks-Beach: I think you have, in the first place, mistaken the report of the Committee. It was

NOT A VERY INTELLIGIBLE REPORT,

and I communicated with Mr. Childers, the chairman of the Committee, to inquire from him what it was the Committee meant. I found that they did not by any means intend that this matter should be confined to the members of the court of the company elected by the freemen of the company. They felt that the majority of the members of the court should be freemen of the company, but that there should also be representatives of some public bodies, such as the London County Council or the Thames Conservancy Board, on the court. When I came to communicate with those bodies, I found that not one of them wished to be represented. That of course settled practically the possibility of my basing a Bill on the report of the Committee. Half of the report was gone, or at any rate, a very large part of it, and what remained was

A MATTER OF CONTEST,

as I very soon discovered, between the lightermen and the present court of the company. If I were to bring in a Bill, or if you were to bring in a Bill, to alter the constitution of the court of the company in the manner proposed in the report, I imagine that that Bill would at once be opposed by the persons who promoted the Bill which the Committee threw out—the traders and those in London who desire to abolish the privileges of the company altogether. I must candidly say I do not feel inclined to interfere with what is very likely

A HORNET'S NEST.

I do not think it is my particular business; and as for my communicating with the court of the Company, if I were to ask them to give you some representation on the court, I have absolutely no power over the Company. They might treat any representations from me with the most complete contempt, and I do not care to put myself in such a position.

Mr. Fairbairn: A letter from you would have its due weight, and if it was ignored the responsibility would rest with the court. In any case the letter would be to our advantage.

Sir M. Hicks-Beach: I have already been in communication with them in reference to the report of the committee, and they said they were opposed to the suggestion of the committee.

Mr. Fairbairn said although the law gave the court the power to say so,

THE BODY OUTSIDE HAD NO VOICE in the matter.

Sir M. Hicks-Beach: Because the law does not give it you. You have your influential body, as was shown, because I

suppose it was mainly due to your action that the Bill of last year was thrown out.

Mr. Fairbairn: We were told so.

Sir M. Hicks-Beach: You have your representatives in Parliament who could take up the matter of your relations with the company, and I must refer you to them.

Mr. Fairbairn suggested that the right hon. gentleman might bring a little pressure to bear on the company.

Sir M. Hicks-Beach: No, I will not do that. I will not put myself in such a position.

Mr. Fairbairn said in that case they could only hope to influence their representatives in Parliament. It was the opinion of the larger employers that the working men ought to be represented on the court.

Sir Michael Hicks-Beach: Do not misunderstand me. I am very far from contesting that proposition. (Hear, hear.) My own feeling is with you. I wish you were represented, and if those in Parliament choose to take the matter up, you will not have to complain of any opposition from me. (Hear, hear.)

Mr. Isaacson thanked the right hon. gentlemen for the interview, and the deputation retired.

MR. J. D. RENNIE:

Mr. J. D. Rennie, whose portrait appears on the first page of this week's SEAFARING, has for some time been known to our readers as secretary of the Peterhead Branch of the Seamen's Union, and the delegates who met him last October at the Seamen's Congress in Glasgow will remember him as a good type of the skilled and shrewd mariner. At Peterhead he did such good work that there are not half-a-dozen Peterhead seamen who do not now belong to the Sailors' and Firemen's Union. Recently Mr. Rennie has been promoted to the more important position of organising secretary to that Union for the North of Scotland. In this capacity he has been travelling lately, and in a very short time he has established Branches in Stornoway, Shetland, Wick, Thurso, Nairn, Cromarty, Fraserburgh, Buckie, Portsoy, Banff, Macduff, and Burghhead. At least two of these Branches—Stornoway and Shetland—are important, and Mr. Rennie has rendered valuable service by successfully starting them. Born in Peterhead, which has turned out so many excellent seamen, Mr. Rennie went to sea in his eighteenth year, and in all sorts of vessels, whalers included, he served at sea till a few years ago, when his health compelled him to give it up. Then he returned and started business in his native town as a merchant. While at sea he passed through the various stages of O.S., A.B., boatswain, and second mate, and visited all parts of the world, meeting with the usual share of adventure, privation, shipwreck, and so forth, that most of us have met. But unlike most seafaring men, Mr. Rennie never went less than two voyages in one ship, which fact says much for him and his ships. In Peterhead, where he is best known, Mr. Rennie has been elected to serve on various public boards; he has taken the highest local honours obtainable in masonic lodges; and reformer though he is, the local Conservatives had such confidence in him that they elected him their treasurer. If Mr. Rennie calls himself a Conservative, it

would puzzle us to say how he makes that out. His confession of faith in matters political merely amounts to this:—If it's Conservatism to protect the rich and poor, then I am a Conservative, but if it's Conservatism to rob the poor to keep up the rich, then I am not a Conservative. Just as there are Liberals more Tory than the Tories, and Conservatives more Radical than the Radicals, it is a mistake to try to understand a man by his politics. If Mr. Rennie be called a Conservative, all we can say is that it is a pity more of the Conservatives are not like him. He has ever had a warm heart for the seamen, and many a column has he written in the local papers in their favour before the Union was started, so that when the Branch was opened in Peterhead it was but natural that he should be elected secretary of it, more especially as it would be hard to find a man of more varied seafaring experience. How he discharged his duties as Branch secretary at Peterhead, its members best know. What they think of him is shown by the fact that on January 28 last he was entertained by them at supper, and presented by them with a gold medal as a mark of their appreciation of his services to the seamen in organising the Branch and raising the Greenland wages from starvation point. On that occasion the largest coasting shipowner in Peterhead was present, and bore testimony to Mr. Rennie's efforts for the seamen. With such credentials as these Mr. Rennie is entitled to the support of the seamen of the North, and it is not surprising that they are rallying round him and joining the Union wherever he goes. That he has our hearty good wishes in spreading the light of Unionism in the dark places of the North we need hardly add, nor that the seamen in bidding him welcome will only be hailing their own salvation.

SAFETY OF OVERDUE VESSELS.—In London underwriting circles Monday was a day for arrivals rather than losses, no fewer than four overdue vessels being reported arrived or spoken safe, viz., the *City of Florence*, spoken July 20, and the *Breidablik*, *Eurasia*, and *Lord Downshire*, all arrived at San Francisco. From eight to twelve guineas was the rate paid on Saturday. This clearance of the board leaves only the *Falls of Halladale* and the *Oimara* overdue at the Californian capital, while eight guineas per cent. has been paid on the *Gilerviz*, from Philadelphia to Hogo.

CAPTAIN AND STEWARD.—At Cardiff Police Court, David Gentleman, ship's steward, charged Captain Whiteway, of the *Delmar*, s. with assault. The complainant alleged that when the vessel was lying at Venice on the 2nd ult. the captain struck him on the head with a bucket. The complainant having been cross-examined, and a cabin boy called, the stipendiary said there was no doubt in his mind that an assault had been committed, but it was equally clear that the steward was insolent in his language and offensive in his demeanour. The captain, however, did wrong in assaulting him, and would be fined 20s., and costs.

STABBING ON BOARD SHIP.—At the Liverpool Police-court, O'af Olsen, a seaman, was charged with wounding Silas Cole, the chief officer of the American ship *Benjamin F. Packard*. On the 4th ult. preparations were being made for the vessel, which was in the Heroulanum Dock, to proceed to sea, and the prisoner, it is alleged, refused to obey Mr. Cole's instructions to set to work. The prosecutor went into the fore-castle of the ship, and remonstrated with him, whereupon Olsen is said to have attempted to strike him with a bottle. Cole evaded the blow, and both men then struggled together. The prisoner received a blow on the nose from the prosecutor, and then, it is said, drew a knife and stabbed Cole in the abdomen. Cole was removed to the Southern Hospital, where he had been detained up to the present time. The prisoner, who received his defence, was committed to the assizes for trial.

WAKING THE SLEEPY SOUTH.

DEMONSTRATION IN SOUTHSEA.

A labour demonstration organised by the Trades Councils of Portsmouth and Southampton was held on Saturday afternoon, about 1,500 being present. The Rev. R. R. Dolling, Vicar Designate of St. Agatha's, Landport, who presided, touched upon the difficulties that existed in the way of forming Trades Unions, and said that those now living were reaping the fruits of the work of those who had gone before them, because in a large measure the victory had been won. A generation ago it was a noble thing to join a Trades Union, now it was

A WISE THING TO DO
so, but the only way in which the labour question could be settled was by all the working men of England, as one man, speaking out what they wanted. (Hear, hear.) This was understood in the northern towns, where the mind of the working man was quickened by reading books and papers on the subject, but he was ashamed to say that there was a great need for that kind of education in Portsmouth. (Hear, hear.) In the dockyard and in the gun-wharf there was a need for a large increase of wages. (Cheers.)

Mr. Cunningham-Graham, M.P., proposed

THREE RESOLUTIONS.
The first called upon local public bodies to insert a clause in their contracts requiring contractors to pay the Trades Union rate of wages. The second condemned the present wages scheme in the dockyard, as well as overtime, piecework, and the tonnage system. The third declared that it was desirable to use all legitimate means to induce every person to join his local Union. He said he knew from a pretty large experience, and from the evidence laid before Royal Commissions—and a Royal Commission was

ALWAYS A FRAUD
(laughter)—that in proportion as Trades Unionism was strong or weak in an industrial centre so were the conditions of life better or worse. He instanced this by comparing the rate of wages in Cornwall with the scale observed in the north, and went on to describe the Government, in their capacity of employers of labour, as sweaters. Liberal or Tory Governments were about as bad as one another, and so it rested with the men themselves to see that the present swindling state of things should be repealed. Speaking of tonnage he said it amounted to this, that no matter how energetic a man might be, or how skilful, he never knew how much he was going to receive for his day's work. He had always contended that overtime was one of the greatest curses among the industrial classes. No man should work more than

EIGHT HOURS A DAY,
because the system was wholly illusory in its effects, and because it deteriorated the strength of the body and the intelligence of the mind. All politics that did not refer to labour were a tinkling cymbal. He was told that when an election was going on the free library was so crowded that they could scarcely put another man in, so great was the demand for newspapers. Why was that? Did they suppose because working men could not be all politicians, that an election was going to increase their wages or reduce their hours of labour? He went on to stigmatise the parties of Mr. Gladstone and Lord Salisbury as being equally

A CREW OF ROBBERS,
and said we might have a Socialist Republic with advantage, but he did not think a Republic on the French or American pattern would do England much good. After advocating an International Federation of the working classes, he said they did not want Members of Parliament in order to rook them for bazars and pigeon matches, nor in order to get the wives and families of members into London society, but in order that they might have men who understood the interests of the working classes. He asked them to return labour representatives to Parliament. It was impossible for either Tory or Liberal members, by the very constitution of their existence, to really do anything to forward the labour movement. It was possible to send one or two

LABOUR MEMBERS,
but what could they do in the House of Commons in the face of 600 other men whose interests were diametrically opposed to them? Neither party would ever allow the working classes to control the

political machine, and consequently they would have to go on demonstrating and fighting for their rights and strikes; industrial centres would still have their black plague spots as at present, the wail of the sweated tailor and match-maker would still go up to heaven, no man regarding it, or so it seemed to him. (Cheers.)

Mr. Wilson, general secretary of the Seamen and Firemen's Union, seconded, and while he was speaking a collection was made to defray expenses. Speaking of the tonnage system, he said he did not think it would be wise or profitable for them to strike, but at the next election did they intend to be taken in again? ("No.") Had they a labour candidate? ("No.") Then why did they not get one? ("Impossible.") An ordinary useless M.P. was only a washerwoman—any old woman would make an ordinary useless M.P. (Laughter.) They should have two labour representatives, and then their petitions to the Admiralty would

RECEIVE ATTENTION.
He had been told that Trades Unionism was weak in Portsmouth; and they therefore wanted the principles crammed down their throats and preached at every street corner in order that they might be thoroughly understood. (Hear, hear.)

Mr. F. Hammill, formerly of Woolwich Arsenal, supported the resolution. He said he had been discharged from the Arsenal because they wanted to stop his tongue, but he intended to fight the Government on the factory question as long as he lived. He argued that promotion in the civil as well as the naval and military service was by influence and not by merit, and if the Government challenged him on the Labour Commission he would prove it. During the London bus strike he reached his home at 6.30 in the morning, and in his street he saw a man of his own trade (an engineer) painting the front of his house. That was what they wanted to stop, and piece work and tonnage would have to be abolished. There was

ONLY ONE MAN
prepared to say in the House of Commons what he was prepared to say on a four-wheeled truck, and that was Cunningham-Graham. (Cheers.) If there was a pet scheme for granting £50,000 to the Prince of Wales to play baccarat with, it would be granted. They had been paying money long enough for baccarat-players; but let them beware they did not play baccarat too often, because the people were disgusted with the example that was set them. He quoted the London bus strike to show that where there was determination there was no difficulty in organising, and said he did not anticipate much good from the Labour Commission.

NEITHER POLITICAL PARTY
would help them; but when they had got their labour representatives, let them bind them down to do certain work, and until they did that they would not do much good. Every other country that had political representation had labour members. What were they going to do in England? (Cheers.)

The resolution having been carried, votes of thanks were accorded the speakers.

DEMONSTRATION IN PLYMOUTH.

A great demonstration in connection with the various Trades Union societies was held at Plymouth last evening. The procession was headed by Messrs. Evans, district secretary. J. H. Wilson, general secretary, Gardener, district secretary (Cardiff), and Sullivan, organizer of the Seamen's and Firemen's Union; J. W. Gardner, district secretary, Thorne, general secretary, and Curran, organizer Gas Workers' and General Labourers' Union; G. Shephard, district secretary of the Dockers' Union; Barlowe, president, and Murray, vice-president of the Plymouth and District Labour Council. The gasworkers' eight and twelve hours' banner followed the band by the Home Branch banner, also Tidal Basin Branch of the Seamen and Firemen's Union, and two banners from Radical Clubs. Between 3,000 and 4,000 persons took part in the procession, which wended its way through the principal thoroughfares and then returned to the Exeter-street Hall.

Mr. Wilson, who was received with loud and prolonged cheering, said it was his business to address the meeting that evening on the question of the laws between capital and labour, and in connection with it he would move the following resolution:—"That in the opinion of this meeting the laws between capital and labour are unequal, and must

be rectified in the interests of the community at large." (Applause.) That was a pretty serious charge to make in a country like theirs, which boasted of so much freedom, of so much fairplay, and so much Christianity. It was rather a strong charge to make from a public platform to a meeting of English, Irish, Scotch, and Welsh men and women to say that the laws of this great country—or, as the Tories said, "of this great empire"—were unequal. It would be his duty to make out that charge, and to try to prove to the world that the laws were unequal between capital and labour. In the first place, he would be asked to prove why the

LAWS WERE UNEQUAL,

Well, he did not think he would have much difficulty in convincing, at least the right-minded people of Plymouth, that the laws, as they had been administered in their town, had not been administered equally, fairly, and justly. (Hear, hear.) He referred them to the recent case that was heard before Mr. Bompas, the Recorder. (Hisses.) He did not think they need hiss, for he might tell them that there were a great many Bompases in the world. (Laughter.) It showed, without the shadow of a doubt, that the laws were unequal, and that the working man did not get the same chance of justice as the man in the higher spheres of life. He would first deal with the

CONSTITUTION OF THE BENCH.

They found men there appointed as magistrates, not for their ability, not for their intelligence, but for doing as much dirty work as ever they could for either the Tory or Liberal party. (Hear, hear.) He knew something of the various justices of the peace in the various towns and cities in the country, and he scarcely knew of one instance where a man had been appointed as a justice of the peace for his ability. Why, he asked, were the workers not appointed? Did they mean to tell him that men of sufficient intelligence were not to be found amongst all the working classes of the country who could not sit and adjudicate on the cases that came before them with, he would say, more kindness and firmness and justice towards the people they tried? He spoke of the

HEAVY PENALTIES

often inflicted on drunkards, and said that the magistrates in the case of a woman or man ought to take into consideration that the punishment did not come alone upon the offender. If they had workers upon the Bench they would take into consideration that the punishment very often came with far greater severity upon the innocent wife and children. (Hear, hear.) The most severe censure the workers had to pass upon the present J.P.'s was that they showed their prejudice and their bias in trying cases in connection with strikes or trade unionism. Let them take the recent case where Messrs. Curran, Shephard, and Matthews were tried in Plymouth. No intelligent magistrate would have ever found the men guilty of intimidation. (Applause.) No fair-minded magistrate would have done so, and he had told Mr. Curran that no judge in the land could possibly hold up the decision, and when he said judge he did not refer to small fry like Bompas; he referred to

MEN OF ABILITY AND INTELLIGENCE.

(Loud laughter and applause.) That was a case in point where one of those pettifogging magistrates had been appointed—not for the amount of ability shown. Since that case had been decided, several such had occurred in various parts of the country, in fact the local J.P.'s and the prejudiced men who sat upon the benches, were glorified to think that the Plymouth magistrates had had the courage of their convictions—(laughter)—and that they had in spite of all the threats of Trade Unionists found them guilty of intimidation. And the result of this was that shortly after no less than five or six cases of a similar kind were decided in a like way, and the Tory Press throughout the land were overjoyed to think that there were men in the country who were going to rule with a firm hand and let Trade Unionists know that the laws were existing, and would be imposed upon them if they broke them. Independent of that, however, he had a word of complaint with reference to the

LOCAL J.P.'s

and the treatment they meted out to sailors and firemen. There was a law in the country in connection with the game laws which provided that no squire who was interested in game preserves should be allowed to hear or try a case of poaching. But how about the poor unfortunate sailors and firemen? He had frequently found that when a sailor or fireman had been tried for a breach of the law, that shipowners and interested persons had sat on the bench and recorded their verdict. That, he thought, was a strong point in favour of the workers.

WHEN A RICH MAN WAS TRIED,

however, it was quite a different thing, for influence was brought to bear on the magistrates. Coming to the question of the jury system of this country, he asked those present to consider the question of the jury laws. Did they get fair play and justice? ("No, no.") He was prepared to say that they did not, and he would tell them why. He had not a word to say against the system, for he believed it to be the bulwark of British freedom. (Hear, hear.) They had heard a great deal of jury packing in Ireland, but let them remember that they had more

JURY PACKING

in England than ever took place in Ireland. The speaker then described the mode of electing the grand jury, and said that great care was always taken to elect the most powerful and the wealthiest people in the district. He said the system of electing common juries was rotten to the core. Adverting to the question of strikes, the speaker said that nine times out of ten when strikes occurred they were against the advice of the trades Unionist leaders. But whenever a strike occurred, prejudiced jurymen never took anything of that kind into consideration, and the agitators always got the blame. He believed in co-operation, but did not believe in co-operative societies being

SWEATERS.

For using similar words he was tried for slander at the Manchester Assizes, and the jury who tried him was what they called a "special jury of co-operatives." (Laughter.) The judge in that particular case said he had never heard any case where innocence had been so much proved, and he told the jury that they must give their verdict for the defendant. (Hear, hear.) Yes, they said "hear, hear," but they would smile when he told them that the special jury found a verdict for the plaintiff. (Laughter.) Yes, that special jury found for the plaintiff, and the result was that he, the speaker, had to pay 40s. and costs, which amounted to about £300, and which his society had to pay. He cited that case to show them that if the jury had been workers instead of capitalists they would have given

A DIFFERENT VERDICT.

Speaking of some of the laws in connection with the sea services, he said they found that if a sailor or a fireman broke his contract with his employer he was not fined like an ordinary worker, but the law allowed him to be sent to prison. If an owner broke the contract all they could do was to fine him for the offence. If a shipowner sent a ship to sea overlaid, instead of the law going against him a fine was imposed. He said a fine ought not to be imposed, but a sentence of

IMPRISONMENT

passed for endangering the lives of the workers. (Applause.) He knew of many instances where shipowners had been found guilty of sending ships unseaworthy to sea, and insured heavily, and instead of being tried for murder and being sent to gaol, they had been fined the costs of the court of inquiry. He asked where the equality between the law for the rich and the law for the poor was in that. Then came the question

HOW WERE THEY TO ALTER IT?

They all knew that the law as it stood was not fair to the workmen or employers. To alter it they must seize hold of the political weapon in the country. (Applause.) Did they think that the laws of the country would be altered to suit the workers if they sent to Parliament their employers? What did they find in the case of Bompas? Why, the very men they had sent to represent them had upheld the decision of the Recorder against the workers. Plymouthians had members or somebody who represented the borough. (Laughter.) One man, he believed, was a very able person—at least he was well paid for it. (Laughter.) The other man he could say much about. He knew something in connection with the manner in which he had behaved to the crews of his ships from time to time, and he asked those present whether they believed that by sending

SUCH MEN TO PARLIAMENT

as they now did the desired alterations in the law would be brought about. They must not send the employer there to represent them, but send, if possible, working men. (Applause.) In Australia the labour party had swept the capitalist party entirely from office, and the men in this country, he said, had the same opportunity of sweeping aside the coercive and capitalist who oppressed the workers. They should combine, and then he felt sure that instead of sending ten or fifteen labour members they would be able to send a hundred, and then they would alter the laws with satisfaction to the labourers and with equity and justice to all concerned. (Loud applause.)

CORRESPONDENCE.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

THANKS.

To the Editor of "Seafaring."

DEAR SIR,—We, the undersigned members of the Tidal Basin Branch of the Sailors' and Firemen's Union, wish to tender our thanks to Mr. J. J. Robinson for his courtesy and kindness to us during our stay in Middlesbrough, and we wish him every success in all his undertakings, and beg to remain—Dear Sir, yours,

THE SAILORS AND FIREMEN OF THE
S.S. DONITA, MIDDLESBROUGH.

SHIPMASTERS' AND OFFICERS' UNION.

To the Editor of "Seafaring."

DEAR SIR,—Being a member of the Shipmasters' and Officers' Association, and having seen much of Mr. Nash's work, I cannot speak too highly of his unceasing efforts in getting members placed in position. I for one have received every attention. Mr. Nash, from my own knowledge, placed three officers last week, but I think myself that his services are not appreciated as they should be.

C. L. JENNINGS,

July 20, 1891.

Master Mariner.

CAUTION.—ARTICLES FOR WORKING CARGO AND COAL.

To the Editor of "Seafaring."

DEAR SIR,—It has come under my notice on two occasions that men have signed the following articles: "The crew to mutually assist one another, and to work cargo and coal when required to do so." Now, men, by binning yourself to do this, you are not alone injuring yourselves and your Union, but you are taking the bread out of shoremen's mouths which ought to be theirs. You will find that you have quite sufficient to do by doing your own work on board ships; so be cautioned in time, and let no Union man ever sign such articles. Our motto is "One for all, and all for one."—Yours in unity,

M. BOLGER, sec.,

Dublin Branch.

A GOOD EXAMPLE.

To the Editor of "Seafaring."

SIR,—"Honour to whom honour is due." "Act well your part; there all the honour lies." As an apt illustration of above quotations, I have much pleasure in placing on record an instance of fair dealing and generosity on the part of the executors of Colonel Hargreaves, the well-known colliery proprietors of Burnley.

In May last a member of the S. & F. Union—Anderson, an A.B. of Plymouth—while acting second mate of the s.s. *Thursby*, was injured by the steam-winch of that vessel, and lost two fingers of his right hand. He consulted me as the solicitor to the Union here, and I at once went aboard the ship, examined the witnesses of the accident, and the gear that caused it. As the result I made an application for compensation to the firm who were represented to me as managing owners of the s.s., and being satisfied I could not legally demand any payment, I couched my appeal to them *ad misericordiam*. The answer was a denial of liability, and an offer to pay Anderson's railway fare from Newlyn, where the accident happened, to his home in Plymouth. Dissatisfied, naturally, I next approached the head-quarters of the executors at Burnley, and after a correspondence, during which I was enabled to show the chief manager, Mr. Handsley, that Anderson was fairly occupied in the work of the ship, and that the accident arose from a lamentable misunderstanding of directions given in the hurry of work to the chief engineer of the *Thursby* by Anderson; the chief agent at Plymouth, Mr. Foden, was authorised to settle with me on behalf of Anderson, and it is a subject of congratulation that the executors of Colonel Hargreaves decided to pay the injured man £20 in discharge of all claims. As the owners of the steamship could not have been made liable, there being to some extent contributory negligence on the part of Anderson, apart altogether from other legal considerations of the case, I feel sure that, in recording the above facts, I am only doing my duty towards honourable men, and showing that employers exist who deal fairly by their employees;

and I trust, in conclusion, that this noble example may cause others to do likewise when need arises.
—Yours truly,
F. CECIL LANE,
1, George-street, Plymouth, Solicitor.
June 26, 1891.

SUGGESTIONS.

To the Editor of "Seafaring."

DEAR SIR,—Kindly allow me space to say a few words in support of some of Mr. G. Cowie's suggestions in your issue of July 11. Now, Sir, I take it that Mr. Cowie infers that our Executive do not sufficiently take the members into their confidence, and I for one am of the same opinion. I do not go so far as your correspondent, in asking for a monthly financial report, but I should certainly suggest a quarterly one, and that to be inserted in SEAFARING, so that all members who take an interest in their Union would be able to see what was being done with the funds. Then, if any moneys were being spent in a way that did not meet with the approval of the members, they would have an opportunity of objecting to such expenditure through their Branches. Mr. Cowie suggests curtailing the number of Executive members, which I quite agree with, for in my opinion, under the present system, it is a waste of money. Let us by all means reduce the number, and then pay our representatives, you will then find that we shall be in pocket at the end of the year. I should also suggest that the members who would be elected to serve as our paid Executive Council, shall be *bona fide* seagoing men, who depend on the sea alone for a living. We could then honestly look to them to legislate for us, as they would wish to be legislated for themselves. Of course we should have to be very careful whom we elect, they should be men of good character, and in every way competent to fill the office. The old system would have to be dropped, and men nominated who had stood by their Union through foul weather and through fine. In reference to our general secretary flying about from one end of the country to the other, I would ask any fair thinking member (who is opposed to sweating) are we treating him fairly?—or I might put it in other words, are we allowing him to treat himself fairly? I believe Mr. Wilson is heart and soul in the cause, which his past actions have proved, but we must not allow him to ruin his constitution, I have every confidence that we shall require his services for years to come yet, therefore, I hope you will keep him in his place, namely, 19, Buckingham-street, Strand. A word about SEAFARING, and then I will clew up. I quite agree with Bro. Cowie that it is time we bought out SEAFARING, that is, if it is to be had. But if we buy the paper, we should be careful in getting the editor as well, who has so fearlessly championed our cause in the past. I should never begrudge a penny for my SEAFARING, but at the same time I think the suggestion of Mr. Cowie a good one, which is to supply every financial member with a copy free of cost.—I remain, dear Sir, yours in unity,
W. E. OVERTON, Hull Branch.

Several letters held over till next week.

THE captain (Saunders) of the American whale-back steamer now at Liverpool, has been found dead in his cabin of heart disease. He was well known as a master of grain ships between New York and Liverpool.

IMPORTANT TO DOCKERS.—In the Liverpool County Court, before Judge Collier, Arthur Grover, dock labourer, brought an action to recover from W. B. Mack, master stevedore, two sums of 2s. 10d. and 2s. 6d., the former being for work done on the evening of June 22, and the latter for a half-day for which he claimed to have been engaged earlier on the same date. The statement of the plaintiff was to the following effect:—He was standing, with other labourers, at the dock stand of Mr. Mack, on the 22nd ult., and Mr. Edward Mack, who was acting as foreman, beckoned him, and some 50 or 60 others, into the shed adjoining. This would be about seven minutes to one. After keeping him till ten minutes past one about 50 of the men were engaged, and the remainder, including the plaintiff, were discharged, but the plaintiff was at the same time engaged to work for Mr. Mack at night. The plaintiff claimed that by the action of the defendant he was prevented from obtaining a chance of employment at an adjacent stand, as after one o'clock no one could get employment as far as the day was concerned. His Honour was of opinion that the plaintiff understood quite well that when he was taken into the shed he was not necessarily engaged for employment the same afternoon. He must also have known that it was almost impossible for the stevedore to estimate exactly the number of men that might be wanted for a ship. Judgment would be for the defendant. As regards the 2s. 10d. which had been paid into Court, judgment would be for the plaintiff.

HOMEWARD BOUND.

The following have been reported homeward bound since our last issue:—

Avonmore s passed Norfolk July 19, for Liverpool
Africa s left Lagos July 24, for Liverpool
Aconagua s left Valparaiso July 24, for Liverpool
Anchises s left Suez July 22, for London
Andola left Melbourne June 11, for Channel
Arctic clrd at Maracaibo June 22, for Channel
Alpheus, Marshall, clrd at St John, NB, July 14, for Belfast
Aarvak clrd at Quebec July 11, for Dublin
Alert left Shediac June 30, for Fleetwood
Aona clrd at Quebec July 11, for Newcastle
Arturo clrd at Bay Ver e July 14, for Newry
Axel left Shediac July 4, for Sharpness
Atrato s left Barbadoes July 18, for Southampton
Alert, Kroger, left Quebec July 17, for Swansea
Ageron left Richibucto July 11, for Whitehaven
Branksome Hall left Perim July 21, for Liverpool
Bernadotte clrd at Quebec July 4, for Liverpool
Brindisi s left Suez July 22, for London
Bonny Doon left Brisbane June 17, for London
Brazilian s left Quebec July 24, for London
Bengal s left Colombo July 24, for London
Belle clrd at Pensacola July 13, for Leith
Beacon Light s left Philadelphia July 21, for U K
Bedford left Musquash July 9, for Fleetwood
Congo s left Lago- July 20, for Liverpool
City of Paris s left New York July 21, for L'pool
Clan Gordon s left Marseilles July 20, for London
Clan Buchanan s left Suez July 24, for London
City of Cambridge s left Suez July 21, for London
Clan Macintosh s left Perim July 24, for London
Clan Macneil s left Colombo July 25, for London
City of Berlin s left New York July 15, for London
Capella s left Calcutta July 21, for London
City of Vienna s left Calcutta July 23, for London
Clan Macdonald s left Madras July 21, for London
Chili left Talcahuano July 17, for Falmouth
Cathrine passed Anjer July 11, for Channel
Coleridge left Monte Video July 22, for Channel
Cape Breton left Talcahuano July 21, for Channel
Capulet s left Norfolk July 21, for U K
Chrysolite clrd at Quebec July 11, for Bristol
Cito left Halifax July 14, for Fleetwood
Denmark s left New York July 22, for London
Deucalion s left Batavia July 23, for London
Dracona s left Montreal July 22, for Aberdeen
Drumfell s left Perim July 23, for U K
Drumcraig clrd at San Francisco July 13, for U K
Dusty Miller left Quebec July 9, for Caernarvon
Douro s left Aden July 25, for Hull
Drummond s to leave Calcutta July 25, for Hull
Eden Hall s left Port Said July 24, for Liverpool
Esther Roy left Quebec July 7, for Liverpool
Elphinstone s left Perim July 17, for London
Echuca s left Adelaide July 15, for London
Eldorado s left Antigua July 22, for London
Edmund Gressier at Pensacola July 13, for U K
Efficient s left Port Royal July 18, for U K
Ernst left Savannah July 24, for U K
England s left New York July 23, for U K
Egremont Castle s left Perim July 23, for Hull
Felician s left Montreal July 21, for Liverpool
Foyland left Bay Verte July 4, for Liverpool
Fama clrd at Halifax July 14, for Liverpool
Fintshire s left Suez July 23, for London
Fides (supposed) left Corinto July 19, for Channel
Fonar s left Philadelphia July 21, for U K
Gulf of Florida s left Coronel July 22, for Liverpool
Gambia s left Lagos July 20, for Liverpool
Germanic s left New York July 22, for Liverpool
Glamorganshire s left Suez July 22, for London
Gulf of Martaban s left Marseilles July 22, for Ldn
Gaekwar s left Suez July 21, for London
Glengyle s left Singapore July 23, for London
Galicia s left New Orleans July 20, for U K
German s left Cape Town July 21, for Southampton
Harmonia passed Anjer July 11, for Liverpool
Hydarnes left Buenos Ayres July 25, for Liverpool
Hedwig Seibe left Boston July 20, for U K
Hugo s left Norfolk July 20, for U K
Hawkhurst s left Calcutta July 21, for Hull
Iona, Hansen, left Halifax July 18, for Liverpool
Irrawaddy s left Aden July 20, for U K
Indian Prince s left New York July 23, for U K
Jessie Morris, Jefferson, left Narrakal June 19, for London
Jane Fairlie clrd at Halifax July 11, for Paisley
J. H. McLaren left St. John, NB, July 9, for Waterford
Khedive s left Suez July 22, for London
Kara s left Galle July 20, for U K
Liguria s left St. Vincent July 23, for Liverpool
Lamorna left San Francisco July 11, for Liverpool
Lake Huron s left Quebec July 23, for Liverpool
Lord Gough s left Philadelphia July 12, for Liverpool
Leonora s left Norfolk July 21, for Liverpool
Lustania s left Malta July 22, for London
Lord Charlemont s at Colombo July 20, for London

Ludgate Hill s left New York July 24, for London
Lepanto s left New York July 13, for U K
Loyal left New York July 17, for U K
Michigan s left Boston July 21, for Liverpool
Mongolian s left Quebec July 23, for Liverpool
Matadi s left Lagos July 26, for Liverpool
Matatua s left Rio Janeiro July 17, for London
Mercedes s left Aden July 22, for London
Methven Castle s left Cape Town July 21, for L'nd'n
Montana left New York July 24, for London
Murciano s left Norfolk, Va, July 22, for U K
Mary A. Law passed Anjer July 16, for Cork
Mexican s left Madeira July 22, for Southampton
Nithsdale s left Suez July 22, for London
Norwegian s left Quebec July 23, for Clyde
Nereide left Iquique May 7, for Channel
Navigatore left Savannah July 22, for U K
Northgate s left New Orleans July 24, for U K
Oroya s left Perim July 24, for London
Orizaba s left Albany July 19, for London
Oriental s left Aden July 23, for London
Olympia s left New York July 19, for Glasgow
Ohio s left Baltimore July 24, for U K
Oevenum s left New York July 24, for U K
Pavonia s left Boston July 25, for Liverpool
Parisian s left Quebec July 26, for Liverpool
Pallurus s left Suez July 24, for London
Pak Ling s left Colombo July 21 for London,
Priam s left Singapore July 17, for London
Peconic s left New York July 11, for U K
Parkgate s left New Orleans July 20, for U K
Panama s left New York July 23, for U K
Pontiac s left New York July 24, for U K
Peveril s left Quebec July 23, for Avonmouth
Rewa s left Naples July 22, for London
Ravenna s left Suez July 23, for London
Sherbro s left Sierra Leone July 33, for Liverpool
Sciadia s left Suez July 19, for London
Sutlej s left Gibraltar July 25, for London
Sarpedon s left Perim July 24, for London
Shannon s left Colombo July 24, for London
Serapis s left Suez July 11, for London
Straits of Gibraltar s left Montreal July 18, for London
State of Georgia s left New York July 24, for Clyde
Scandinavian s left Boston July 17, for Glasgow
Senior left Akyab June 11, for Channel
Senator left New York July 21, for U K
San Antonio left New Orleans July 23, for U K
Saturnus left New Orleans July 23, for U K
Scottish Wizard left Tocopilla July 19, for U K
Stag s left New York July 18, for Bristol
Saale s left New York July 18, for Southampton
Spres s left New York July 21, for Southampton
Startan s left Cape Town July 22, for Southampton
Trinacria s left New York July 24, for Liverpool
Tauric s left New York July 25, for Liverpool
Tara s left Suez July 22, for London
Tongarira s left Lyttelton July 11, for London
Tare left Norfolk, Va, July 22, for U K
Tenasserim s left Rangoon July 23, for U K
Thomas Anderson s left Baltimore July 24, for U K
Tan'el s left Buenos Ayres July 21, for Avonmouth
Thames s left St Vincent July 24, for Southampton
Tamar s left Santos July 21, for Southampton
Vesta s left New Orleans July 25, for Liverpool
Victorias left Suez July 21, for London
Virginian s left Boston July 22, for London
Va eating left Talcahuano July 11, for Channel
Venango s left Baltimore July 20, for U K
Vell-da s left Colombo July 24, for U K
Violet clrd at New York July 11, for Cork
Venus clrd at Bay Verte July 14, for Fleetwood
Vanveen left Philadelphia July 13, for Limerick
Worley Hall s left Malta July 21, for Liverpool
Wistow Hall s left Suez July 21, for Liverpool
Windsor s left Perim July 24, for Liverpool
Wandering Chief left Frey Bentos July 11, for Channel

DURING the month which is now at a close, six vessels have been launched on the Wear, with an aggregate of 13,179 tons. Of these two were sailing ships.

MILLWALL SEAMEN'S INSTITUTE.—Mr. John Cory, vice-president of the British and Foreign Sailors' Society, promises £100 if the remaining £400 be given by the opening of this new building, the foundation-stone of which was laid last week by Lady Brassey and Mrs. Arbuthnot.

THE WHALING SEASON.—The whaler *Polar Star* reached Dundee last Monday from Greenland, the first arrival of the whale fishing season. She brings 70 tons of oil and three tons of whalebone, the value of the latter at present being £2,300 per ton. She also has 426 seals, 20 bears, and one narwhal. She spoke the *Active* on June 26, with 33 tons of oil, 18 cwt. of whalebone, and 400 seals; the *Hope* on the 13th, with 400 seals, and a small whale; the *Eclipse*, on the same date, with 60 seals, and a small whale; the *Windward*, on the 22nd, with 100 seals.

SHIPS SPOKEN.

Alexander, July 18, 30 N, 19 W (before reported as Ardendee).
 Ardnamurchan, July 19, 10 miles SW of Scilly.
 Artos, British brig, from St. John (N.B.), bound south, July 9, lat. 43, long. 59.
 Ardendee, British ship, all well, July 18, 30 N, 19 W.
 Allonby, English barque, steering north, July 2, 3 S, 31 W.
 Altair, German ship, for Dunkirk, May 9.
 Atlantic, brig, of Rostock, steering east, July 17, 46 N, 20 W.
 Amete, June 26, 26 N, 40 W.
 Alma, s. of Sunderland, steering SW, all well, 49 N, 6 W.
 Australia, English ship, steering south, June 8, 51 S, 67 W.
 Birker, English barque, steering south, July 16, 34 N, 17 W.
 Breidablik, July 20.
 Benjamin F. Packard, Liverpool to New York, July 18, lat. 50, long. 25.
 Bedford, steering east, July 18, 44 N, 49 W.
 Belle O'Brien (?), ship, from Yokohama, 36 N, 140 W.
 "Brothers, of Penzance," steering east, July 16, 41 N, 50 W.
 Bramlock, British ship, all well, July 18, 30 N, 19 W.
 Blengfell, July 11, 9 N, 25 W.
 Bertie, English barque, steering south, July 9, 22 N, 23 W.
 Beech Holm, of Sunderland, all well, May 28, 30 S, 43 W.
 Bann, ship, of London, steering east, July 11, 39 N, 60 W.
 Chromo, July 12, 3 N, 29 W.
 Craigend, English ship, steering north, July 5, 10 N, 27 W.
 Cynisca, barque, bound SW, all well, July 17, 38 N, 15 W.
 Comet, barquentine, bound south, all well, July 18, 41 N, 12 W.
 Colony, barque, of Liverpool, steering south, June 21, 38 S, 54 W.
 Crammuck Water, Liverpool (? Clyde) to Normanston, all well, July 20, 10 S, 135 E.
 Cardigan Castle, July 21, 49 N, 6 W.
 Californian, s. New Orleans to Liverpool, July 10, off Carysfort Lighthouse.
 Cabul, of Liverpool, Astoria to Hull, June 27, 25 N, 32 W.
 County of Pembroke, barque, Liverpool to Callao 28 days, all well, June 9, 5 N, 23 W.
 Catalonia, s. bound west, July 26, 50 N, 24 W.
 Cookermouth, July 10, 9 N, 25 W.
 Charles Napier, schooner, steering NE, July 15, 35 N, 38 W.
 Calistoga, off Cape Horn.
 Cape Race, July 11, 14 N, 26 W.
 Capella, Tonga Island for Marseilles, June 27, 8 N, 28 W.
 Choice, barque, of Greenock, steering east, July 18, 46 N, 40 W.
 Dorothea, July 21, 47 N, 9 W.
 Drumcliffe, four-masted barque, Liverpool to Sydney, June 12, 6 N, 25 W.
 Delecey, barque, of Liverpool, Pisagua to Falmouth, June 7, 5 S, 27 W.
 Edward J. Grower, of Gloucester (Mass.), all well, 47 N, 45 W.
 Emma Marr, McDonald, Liverpool to Sydney (O.B.), July 5, 49 N, 27 W.
 Eliza, for "Rio Grange," July 20, 44 N, 10 W.
 Eaton Hall, English ship, Cardiff to Valparaiso, July 20, 43 N, 10 W.
 Favonius, Tacoma to Havre, June 10, 14 N, 125 W.
 Famenoth, bound SW, all well July 18, 41 N, 12 W.
 Falls of Foyers, of Glasgow, New York to Melbourne, all well, June 28, 29 N, 40 W.
 Flintshire, ship, bound SW, all well, July 15, 32 N, 19 W.
 Fanny Breslau, English schooner, steering south, July 20, 44 N, 9 W.
 Geschen, of Stettin, July 18, 43 N, 58 W.
 General Nott, barque, of Aberystwith, Newcastle to Chili, all well, June 12, 3 S, 27 W.
 Guiseppe, S., July 9, 5 N, 27 W.
 Hannibal, of Swansea, Conception to Cork, June 1, 20 S, 27 W.
 Hahnen-nn, steering E ½ S, July 12, 44 N, 44 W.
 Hindostan, Philadelphia to Iquique, June 30, 23 N, 38 W.
 Hengest, of Liverpool, July 11, 8 N, 25 W.
 Harriet McGregor, English barque, July 9, 6 S, 29 W.
 Hannibal, Conception to Cork, July 9, 31 N, 40 W.
 Isle of Anglesea, Hull to Melbourne 24 days, all well, June 15, 3 N, 26 W.
 Jessomene, July 4, 7 N, 27 W.

Juanpore, barque, of Dundee, July 6, lat. 24, long. 82.
 Kinmore, barque, of Greenock, steering about SW, July 10, 17 N, 21 W.
 Limache, barque, of Liverpool, steering south, all well, June 27, 9 S, 23 W.
 Larline, of Lyttelton, July 7, 7 S, 34 W.
 Loch Torridon, bound south, July 21, by the Bessarabia, s. at Liverpool.
 Mermaid, dory, Boston to Land's End, July 18, 43 N, 49 W.
 Mousleden, July 23, 47 N, 18 W.
 Mary Jose, English barque, from Liverpool, steering south, July 14, 23 N, 22 W.
 Magdalena, ship, of Bremen, bound east, July 18, near Stinnick.
 Moresby, Port Adelaide to Rouen, June 21, 16 N, 33 W.
 Moses B. Tower, barque, Fayal to New Bedford, July 13, lat. 42, long. 68.
 Mobile Bay, barque, of Glasgow, steering south, July 5, 2 N, 28 W.
 Mabel, Norfolk to Trapani, July 11, 42 N, 40 W.
 Nimbus, British barque, New York to Blaye, July 18, off Fire Island.
 Narcissus, English ship, from Hamburg, steering south, July 14, 23 N, 22 W.
 Orontes, London for Sydney, July 11, 9 N, 25 W.
 Orontis, British ship, London to Sydney.
 Orania (? Oriana), barque, of London, steering south, all well, July 2, 8 N, 27 W.
 Parthia, of Liverpool, July 11, 10 N, 25 W.
 Port Carlisle, Astoria to Dublin, July 1, 27 N, 43 W.
 Port Jackson, four-mast ship, all well, July 21, 49 N, 6 W.
 Paul and Pauline, Philadelphia to Sables d'Olonne, July 12, 44 N, 41 W.
 Port Carlisle, Astoria to Dublin, July 1, 27 N, 34 W (before reported 43 W.)
 Polynesia, June 22, 33 N, 40 W.
 Regent Murray, of Glasgow, New York to Iquique, June 12, 4 N, 28 W.
 Rollo, English barque, steering south, July 17, 37 N, 15 W.
 Rockhurst, ship, Melbourne to Falmouth, May 31, 21 S, 28 W.
 Scottish Isles, English ship, from Liverpool, steering south, July 16, 29 N, 18 W.
 Scottish Isles, steering south, July 10, 36 N, 14 W.
 San Stefano, Trapani to Gloucester (Mass.), July 12, 42 N, 50 W.
 Samuel B. Hale, July 3, 16 S, 36 W.
 Scot, s. Southampton to Cape Town, July 26, off Ushant.
 Slieve Roe, of Liverpool, New York to Japan, all well, May 24, 5 S, 31 W.
 St. Charles, San Francisco to Hull, May 19, 42 S, 38 W.
 Star of the East, barque, bound S, June 24, 25 N, 37 W.
 Samarkand, barque, of Greenock, steering north July 5, 2 N, 28 W.
 St. Charles, San Francisco to Hull, May 19, 42 S, 38 W.
 Sierra Nevada, ship, of Liverpool, steering NE, July 24, 37 N, 54 W.
 Salina, British barque, Peterson, Ivigtut to Philadelphia, July 18, 42 N, 67 W.
 Theda, schooner, of London, steering west, July 15, 45 N, 36 W.
 Tasmacia, four-masted barque, bound down Channel, July 21, off the Eddystone.
 Tahta, small yellow-painted paddle steamer, towed by Guildford, s. July 26, steering northward.
 Trafalgar, July 12, lat. 16, long. 25 W.
 Tartar, s. Southampton to Cape Town, July 19, 15 N, 18 W.
 Torrens, ship, Adelaide to London, June 10, 37 S, 125 W.
 Thistle, ship, of Greenock, Cardiff to San Francisco, all well, July 13, 47 N, 12 W.
 Vivid, Liverpool to Bahia, July 21, 48 N, 9 W.
 Varuna, steering west, July 26, 50 miles south of Smalls.
 Warrior, Kitchen, Parrsboro (N.S.) to Liverpool, July 8, 43 N, 47 W.
 Wanlock, June 29, 28 N, 46 W.
 Zadock, barque, of Liverpool, steering south, July 16, 34 N, 14 W.

THE STRIKE AT SAMUDA'S.—A meeting was held last Sunday morning at the East India Dock gates, London, of the men who are now on strike at Samuda's shipbuilding works. Mr. H. Ibberson presided. Mr. Bineham moved, "That this meeting resolves to unanimously support the men on strike at Samuda Brothers in their just and moderate demands, and emphatically protests against the law being distorted and used against the strikers at the present time." Mr. W. Steadman seconded, others spoke, and the resolution was carried.

SOME FUN.

A STRIKING TESTIMONIAL.

Doctor Brown: "That was a very interesting case of Miss Squaller's. For nearly a year she had lost her voice entirely, but I succeeded in restoring it perfectly."

Friend: "You deserve a testimonial to your skill."
 Doctor Brown: "I received one this morning. The man who lives next door to Miss Squaller shot at me."—*West Shore.*

LETTING HIM DOWN.

Husband: "I won enough money last night at poker to get you a new dress."

Wife (sobbing): "I think you might stop playing those horrid cards, John. You know what it may lead to in the end, and to think that I should ever be the wife of a gambler. This is t-t-too much. What kind of a dress shall I get?"—*Detroit Free Press.*

AGRICULTURAL ITEM.

A.: "I see by the papers that in Kansas the yield of corn is 40 to the acre. Isn't that rather remarkable?"

B.: "Not at all; only it seems to me that item is upside down."

"Upside down? What do you mean?"

"Yes. My experience is that the yield is about 40 acres to the corn. Get off my foot, please."—*Texas Siftings.*

VICE VERSA.

Just now uploms the summer girl,
 Her campaign's just begun;
 She'll flirt, and flirt, and flirt, and flirt—
 To her all men are one.
 And yet it often comes to pass
 That 'ere the frosts of fall
 She falls in love herself, and then
 To her one man is all.

—*Philadelphia Times.*

HE WANTED TO BE SURE.

"You are a pharmacist, are you?"
 "I am."
 "Been in the business a number of years?"
 "I have."
 "Registered?"
 "Yes, sir."
 "That is your diploma hanging over there?"
 "It is."
 "Well, you may give me a pound of borax."—*Jury.*

THE OLD MAN'S NOSE.

There was an old man who took snuff,
 Till his nose had had more than enough,
 When it snarled, through a sneeze,
 That it had, if you please,
 No stomach at all for the stough.
 But the testy old toper arows,
 Enraged at the cheek of his nose,
 Snatched up a bandana,
 In a desperate manna,
 And silenced the protest with blows.

—*Detroit Free Press.*

THE STUDY OF THE SKIES.

"Did you ever study astronomy, Edward?"
 The young wife asked the question as though conscious her husband knew everything.
 "Oh, yes, I went through a little of it my last year in college."
 "My, that's nice. Won't you tell me, darling, what planet is morning star now?"
 "How should I know?"
 "Oh, well, you've been coming home so late the last week or two I didn't know but you might be staying out to brush up your knowledge of the heavenly bodies."—*Detroit Free Press.*

OUGHT TO, BUT COULDN'T.

"Do you make keys here?" asked the woman as she entered the locksmith's shop.
 "Yes'm."
 "Well, I want one."
 "What sort of a key, ma'am?"
 "One for the front door."
 "Have you a duplicate?"
 "No."
 "Bring the lock?"
 "No."
 "What sort of a key is it?"
 "I-I don't remember."
 "But how am I to guess? There are about 40,000 different kinds of keys."
 "H'm. I didn't know that."
 "Is it a night-key?"
 "Yes, yes. That's it. It's a night-key."
 "But that's also very indefinite."
 "Well, my husband sometimes comes home at midnight and unlocks the door with his pocket-knife or buttonhook or anything else that comes handy, and you ought to know about what sort of a key would fit such a lock."
 He studied over it a while, but finally had to admit that he was up a tree.

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PRESIDENT:
SAMUEL PLIMSOLL, Esq.

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- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and Defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

AARHUS.—A. Nielsen, Agent, Office, 21, Nørregade.
ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King-street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
AMBLE.—G. H. Guthrie, 1, New Bridge-street, via Ackington, sec.; John Mathews, Steamboat Inn, Amble Harbour, treasurer.
AMSTERDAM.—H. Wienhuizen, Waterloo Plain, secretary.
ARBROATH.—J. Wood, 17, Ferry-street, Montrose.
ARDROSSAN.—J. McMurray, Jun., 59, Glasgow-street.
ARKLOW.—P. Bolger, Main-street.
BANFF.—R. Barlow, Fife-street, agent.
BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
BARRY DOCK.—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadroxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
BELFAST.—P. Clibbett, 41, Queen-square, sec.; S. M. Shaw, assistant sec.; Jas. Newell, outside delegate. Meeting night, Thursday, 7.30 p.m., at office.
BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Monday at 7.30.
BLUTH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
BO'NESS.—John O. Neill, Albert-buildings. Office hours, 9 a.m. to 5 p.m.
BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
BREMENHAVEN.—F. Fintochens, Buergermeister Sinit Strasse, secretary.
BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.
BUCKIE.—John Calder, Baron's-lane, agent.
BURGHEAD.—John Harvy, Grant-street, agent.
BURNTISLAND.—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
CARDIFF.—John Gardner, district secretary for Bristol Channel, Pelican Club, Custom House-street; Alfred Chubb, Sailors' Union Institute, West Bute-street, Branch secretary; F. Wilson, assistant secretary; George Denning and Edward Holbeck, delegates; Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
COPENHAGEN.—Office, 11, Harnegade. Meeting, Wednesday, 7 p.m.
CORK.—T. Clark, 6, Patrick-street.
CHRISTIANIA (Norway).—Branch office, 2, Raahusgaden; O. S. Nielsen, secretary. Meeting, Wednesday evening at 8 p.m.
DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
DROGHEDA.—Thos. McKevitt, Quay-st., Dundalk, sec. Meeting, Friday, 7.30 p.m.
DUBLIN.—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.
DUMBARTON.—J. McNee, Kirk-street, agent.
DUNDALK.—Thos. McKevitt, Quay-street, secretary. Meeting, Tuesday and Thursday.

DUDDER.—O. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Ducker, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
DUNDEE.—P. Power, 5, St. Mary-street.
DUNDEE.—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.
FRASERBURGH.—Alexander Noble, 27, Firthside-street, agent.
GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; B. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Monday, 7.30, at 102, Maxwell-street. Telephone 3184. Committee meeting Friday evening, in office.
GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
GOTHENBURG.—A. Bruce, secretary, No. 31, Stigbergsgatan. Office hours, 9 to 1 and 2 to 6. Meeting, Wednesday, 8 p.m., in Bergsgatan 24.
GRANGEMOUTH.—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
GRAVESEND.—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
GRAYS.—Wm. Wall, 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
GREAT YARMOUTH.—Charles Swanbrow, 69, South Quay. Meeting at office Monday, 7.30 p.m.
GREENOCK.—G. McNaught, 16, East India Breast.
HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
HARWICH.—J. Ayton, secretary, Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
HULL.—T. Carr, Unity Hall, and Office, 11, Postern-gate, secretary; A. Clark, and W. Brown, outside delegates; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-rd. Office hours, 12 to 4. St-am Trawl Engineers' Section, 65, West Dock-avenue; J. G. Runnacles, secretary. Meeting, Monday, 2.30 p.m.
KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-st., sec. Meeting, Monday, 8 p.m., at Royal Standard, County Court-road.
LEITH.—James Brown, Seamen's Union Office, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings held every Thursday, at 7.30 p.m., in the Labour Hall, 77, Shore, Leith. Telephone 555.
LEWISICK (Shetland).—W. Spence, 23, Burgh-road, secretary.
LIMERICK.—F. Reynolds, agent, 24, Windmill-st.
LIVERPOOL (Branch No. 1).—H. R. Taunton, 8, Price-street secretary; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, at 8, Price-st. Telephone 2296.
LIVERPOOL (Branch No. 2).—T. Connolly, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Telephone 2674.
LIVERPOOL (Branch No. 4).—J. McGovern, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30 p.m.
LIVERPOOL (Tug and Ferryboat Branch).—Meeting at 8, Price-street, Wednesday evening, 6.30. Delegate, J. Roscoe.
LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. E. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.
LONDON (Green's Home Branch).—A. Mercer, Jeremiah-street, East India-road, E., secretary; A. Palmer and P. Power, delegates; agent at Milwall, Chas. Wheeler; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Meeting, Tuesday evening, 8 p.m., School-room, Plimsoll-street, Poplar. Telephone No. 5218.

LONDON (Tower Hill).—J. Donovan, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11, 167.
LOWESTOFT.—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
LONDONDERBY.—A. O'Hea, secretary, Union Office, 99, Foyle-st. Meeting, Wednesday, 7.30 p.m.
MALMO.—Axel Danielson, Nörregation No. 3b.
MARYPORT.—F. F. Gant, Elliott yard, Senhouse-street, secretary. Meeting, Monday, 7 p.m.
METHIL.—Wm. Walker, Commercial-street.
MIDDLESBRO.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone, 5127.
MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
NAIRN.—Clarence Howe, Ythan Cottage, agent.
NEWCASTLE-ON-TYNE.—T. Dunn, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
NEWPORT (Mon.).—F. Gilman, 31, Ruperra-st., sec.; Dr. Pratt, Ruperra-st., medical officer; Digby Powell, Esq., Dock-st., solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday, 7.30 p.m., Trad'smen's Hall, Hill-st.
NEWRY.—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.
PETERHEAD.—A. J. Guthrie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 51, Broad-st., first Tuesday in month at 8.
PLYMOUTH.—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Nott-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.
PORT GLASGOW.—G. McNaught, 16, East India Breast, Greenock.
PORTSOY.—J. Barlow, c/o Mr. Bannymann, School, Hendry-street, agent.
PORTSMOUTH.—John Farquharson, secretary, 33, Amelia-street, Landport.
ROTTERDAM (Holland).—J. R. de Vries, secretary. Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.
RUNCORN.—Kettle.
SCANDINAVIAN DEPARTMENT.—Victor Backe, sec. Office, 10, Classensgade, Copenhagen.
SEAHAH HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-st., sec.; J. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; R. Jacks, Esq., 72, King-st., solicitor. Two general meeting nights weekly, Monday and Friday, at 7 p.m.; committee, Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary; E. Blandford, night watchman at waiting rooms, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
SHIELDS (North).—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.
SOUTHAMPTON.—T. Chiver, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
STOCKTON-ON-TEES.—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
STORNOWAY.—J. Maca-kill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.
SUNDERLAND.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.
SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.
WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.
WATERFORD.—J. Sullivan, 82, Quay.
WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.
WEXFORD.—P. O. Dwyer, Main-street.
WICK.—A. Milar, 35, Bank-row, Pultneytown, agent.
WICKLOW.—Thomas Gregory, Main-street.
WHITBY.—Paul Stamp, agent, Fleece Inn.
WHITSTABLE.—J. Wildgoose, Harbour-street, secretary; J. Tookey, Faversham, agent.
WHITHEAVEN. } F. F. Gant, Maryport.
WORKINGTON. }
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Arctic Relics, Arts Gallery containing one of the finest collections ever got together—Historical Collections of Models of Ships of War and Mercantile Marine—Full-size Models of H.M.S. Victory and Eddystone Lighthouse, on which will be burning the most powerful light in the world—Monster Ordnance (guns of 57-tons and 110-tons)—Machine Gun Firing—Torpedoes—Exhibition of Diving, &c.,—Lake, 250 ft. long by 150 ft. wide, on which Mimic Combats between Models of two modern Battle Ships will take place, and illustrations of Submarine Mining, &c., will be given—Nautical displays in the arena—Performances by the Sons of Neptune Opera Company—Aquatic Fireworks—Balloon Ascents—Monster Iceberg, containing realistic Arctic Scenery, and Panorama of Trafalgar—Grounds Magnificently illuminated (thousands of coloured lights) Decorative Lighting by James Pain & Sons.

Hon. Sec. Capt. A. Jephson, R.N.

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Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price, and no abatement; also, being the largest buyers of Clothing in the Principality, can sell cheaper than smaller buyers.

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THE BEST HOUSE FOR
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ESTABLISHED 1867.

HEIRS WANTED.

THOMAS DORAN, Deceased—NEXT-OF-KIN WANTED to the above, late a Fireman in the service of the Royal Mail S.S. Company, and who died in the Royal South Hants Infirmary on January 31, 1891. A small sum of money found in his possession at the time of his death will be paid (after payment of expenses) to his rightful heirs, on their proving themselves legally to be so.
T. A. FISHER HALL,
July 17, 1891. Sec. R.S.H. Infirmary, Southampton.

REWARD.

WANTED, INFORMATION of a (slightly coloured) Sailor known by the name of **ALBERT FRANCIS MINTOSH**. Sailed out of Liverpool chiefly, also London; formerly stopped at 62, Sparling-street, Liverpool. Age now about 56; born in Georgia, U.S.A.—Information to be sent to James Talbot Power, D.L., Leopardstown Park, Co. Dublin, when reward will be sent.

10s. REWARD.

LOST.—A Silver Match Box, shaped like a piece of half-inch four-stranded rope, 1½ inches long, presented to the editor of SEAFARING, who will pay 10s. to anyone delivering the same at the office of SEAFARING, 160, Minories, London.

SAILORS' AND FIREMEN'S UNION NOTICES.

MEMBERS ENROLLED

WEEK ENDING JULY 25TH, 1891.

BIRKENHEAD.—John Donovan, 3, Russell-place, aged 18, trimmer; Jas. Archibald, 92, Norfolk-street, Liverpool 30, fireman; Ed. Bures, 4, Byrona-street, Liverpool, 21, trimmer; Frank McDowell, 8, Club-row, 35, A.B.; Mat. Purcell, 67, Leven-street, Kirkdale, 40, A.B.; R. Carrington, Walker-street, Tranmere, 30, fireman.

BOUNDARY STREET, LIVERPOOL.—F. Gilmore, 34, Boundary-street, aged 29, fireman; A. Darraugh, 64, Marybone, 46, A.B.; A. Mooney, 68, Boundary-street, 30, A.B.

BRISTOL.—J. Diamond, Maryport, aged 25, fireman; E. Quirchil, Hamburg, 21, fireman; Paul Ricci, Gibraltar, 28, boatswain; E. Bevan, Bristol, 46, A.B.; M. Whitty, Bristol, fireman; G. O'Connell, Bristol, 28, A.B.; C. Reed, Bristol, 36, A.B.; J. Evans, Bristol, 40, A.B.; F. Salmon, Bristol, 26, A.B.; R. Cummins, Bristol, 25, fireman; W. Case, Bristol, 23, fireman; A. Oxford, Bristol, 20, trimmer; T. Corney, Bristol, 22, A.B.; S. Vowles, Bristol, O.S.; G. Dyer, Bristol, O.S.

DUBLIN.—J. Sterling, 44, Benburb-street, aged 30, fireman.

GRAVESEND.—W. Merchant, 15, Prospect-place, aged 44, fireman.

GREEN'S HOME.—W. Bartell, 72, Aberfeldy-street, Poplar, aged 21, trimmer; A. W. Simmons, 9, Camwal-road, Bow, 21, trimmer; G. H. Fell, 30, Lion-street, Poplar, 18, trimmer; E. Chapman, 15, Cordelia-street, 24, trimmer; A. Cross, 53, Venne-street, 21, A.B.; W. Cornish, 52, Cotton-street, 46, A.B.; W. Watt, Sailors' Home, 26, A.B.; P. H. Kiely, Sailors' Home, 21, A.B.

LEITH.—C. Finnie, 87, Bonnington-street, aged 20, fireman.

LIMERICK.—V. Robyns, Windmill-street, aged 20, A.B.

LIVERPOOL.—G. Cowley, 6, Clegg-street, aged 19, trimmer; W. Schinpf, Philadelphia, 23, trimmer; J. Coyle, 26, Union-street, fireman; T. Riser, Sailors' Home, 49, sailmaker; G. Holland, 23, Upper Frederick-street, 25, A.B.; A. Goragg, 8, Pitt-street, 21, fireman; P. Kambige, 8, Pitt-street, 25, A.B.; T. King, 14, Laxey-street, 28, fireman; G. Shannon, 14, Laxey-street, 28, fireman; K. Vriste, Antwerp, 32, fireman; B. Crofton, Regent-street, 27, A.B.

MARYPORT.—P. McGinn, 7, Grasbett, fireman; J. Malou, 61, Nelson-street, fireman; R. Smith, 5, Northcote-street, fireman; J. Henderson, Mandall-street, fireman; John Watts, Queen-street, fireman; P. McCann, 15, Holland-street, fireman; M. Malone, 61, Nelson-street, fireman.

WORKINGTON.—J. Partleton, 36, Church-street, donkeyman; J. Jackson, 101, New John-street, boatswain.

NEWPORT.—W. Kennedy, 7, Alice-street, aged 26, A.B.; C. McGregor Union House, 24, fireman; C. Fowles, s.s. *Monmouthshire*; Frank Winch, London, 25, fireman; Wm. Petterson, s.s. *Hartfall*, fireman; W. Coward, s.s. *Ulverton*, O.S.; J. Sullivan, Ireland, 24, A.B.; Wm. Cook, Union House, 25, fireman.

WATERFORD.—John Perry, Walsall, Staff., aged 26, A.B.; C. Williams, Bute-road, Cardiff, 50, A.B.; C. Brown, Copenhagen, 19, O.S.

YARMOUTH.—G. Brown, West-road, aged 22, A.B.

NEWCASTLE BRANCH.

Branch Secretaries and Delegates are requested to look out for William Falcus, a supposed member of the Newcastle Branch.—**THOMAS DUNN**, Secretary.

LIVERPOOL (No. 1 Branch).

All Branch Secretaries are requested to forward to the undersigned, without delay, wages lists of their respective ports. Many shipowners in the outports being in the habit of engaging crews in Liverpool at a lower rate than they would have to pay in their own ports. By complying with the above request, secretaries of Branches will aid the secretary and officials of the Liverpool Branch in checkmating this move. And notice is hereby given that no steps will be taken in any such transactions as regards Branches which may fail to comply with the terms of this notice.—**HENRY R. TAUNTON**, Secretary. July 28, 1891.

TOWER HILL BRANCH.

The members of this Branch are earnestly requested to attend the meetings of their Branch meeting nights, as addresses will be delivered by influential members. Also, to be more punctual in reporting themselves in the office if they fall into arrears through illness or no fault of their own, as the rules of the Union will be strictly enforced.

BLYTH BRANCH.

LETTERS FOR SEAMEN.

Letters lying at Blyth Branch office addressed to the following members:—Thos. Ashford (2); Peter Farrar (2); James Jameson (2); Robert Williams; Pet. V. de Sande; John Anderson; John Lillie; Henry Saleimu (registered).—**JAS. HEATLEY**, Secretary, July 15, 1891.

PORTSMOUTH BRANCH.

The seamen of Portsmouth are hereby notified that the undersigned is appointed secretary for Portsmouth, and will meet the members and those wishing to be enrolled at the "Sheer Hulk," The Hard, Portsea, every evening between 8 and 10. Branch meeting nights, every Monday evening, 8 p.m., at the same place.—All communications addressed to 33, Amelia-street, Landport.—**JOHN FARQUHARSON**, Secretary.

LONDON DISTRICT.

FOURTH ANNIVERSARY OF THE FORMATION OF ABOVE UNION.

The First Annual Excursion of the above District takes place on Wednesday, August 26, to Yarmouth, accompanied by the Four Bands of the Union, and Mr. J. H. Wilson, general secretary. Tickets for the double journey, 4s., children under 14 years of age, half-price, to be obtained of any of the London officials. The Committee meets every Monday evening at the Beckton Arms, Beckton-road, at 8 o'clock. Mr. R. Everett, chairman, 32, Elphick-street, Canning Town; Mr. W. Ward, vice-chairman, late *Caledonian*, Tidal Basin; Mr. F. Fowler, treasurer, 52, New Lawrence-street, Canning Town; Mr. W. Weburn, secretary, 17, Oban-street, Poplar, E.

Seafaring.

SATURDAY, AUGUST 1, 1891.

HELP THE WATERMEN.

The Amalgamated Society of Watermen and Lightermen of the River Thames, consisting of 7,000 men who contribute to the funds of the Watermen's Company, have, it appears, no voice in the expenditure of those funds, and large sums of money—amounting to between £4,000 and £5,000 per annum—are distributed by the Court of that Company without the licensed free-men having the slightest voice in the administration of the finances. So the deputation representing the Amalgamated Watermen and Lightermen of the Thames told Sir Michael Hicks-Beach last Monday. Such a state of affairs is entirely opposed to justice, common sense, and custom, and in this democratic age will not be long tolerated if the lightermen and watermen set about effecting a change in the right way. They have appealed to the President of the Board of Trade, who says he has no power in the matter, and that, having no power, he does not care to interfere lest the Company should treat his recommendations with contempt. Having no power himself, Sir Michael Hicks-Beach referred the watermen and lightermen to "their members of Parliament," adding that he personally approved of the watermen and lightermen being represented on the Court of the Company. That reply they must make the best of, and the way to make the best of it is

to ventilate their complaints. By doing so the watermen and lightermen will get the support of other working men, and they will then be in a position to put more effective pressure on members of Parliament. If the watermen and lightermen will hold a few good meetings to discuss the matter, they will find that many sailors and firemen, as well as members of other Unions, will be ready to give them a helping hand. Meanwhile "the Company called the Master, Wardens, and Commonalty of Watermen and Lightermen of the River Thames" is clearly a close corporation which ought to receive more public attention. Elsewhere we print this week a report of the deputation we have referred to, and should recommend the watermen and lightermen to supplement it by sending us as much information on the subject as possible, in order that we may be able to back up their requests, which seem, as far as we at present understand them, to be most moderate, reasonable and just. Meanwhile the "close corporation," of whose existing constitution they so rightly complain, may be reminded that if it is to survive at all it must adapt itself to the needs and spirit of the times, and that by clinging to antiquated anomalies and absurdities it simply courts destruction. It was no reckless innovator, but the present Laureate—Conservative and Peer—who wrote:—

May freedom's ask for ever live
With stronger life from day to day
That man's the best Conservative
Who lops the mould'ring branch away.

Just as it is sometimes necessary to cut away the masts or throw overboard her cargo to save the ship herself, so existing institutions have to be amended if they are to be preserved, and it is the blind and bigoted defence of abuses rather than the fanaticism of the reformer, that is often responsible for the destruction of really good things. The wise man would preserve what is good and eliminate only that which is bad. The fool and fanatic clings to both, and the result too often is that the bad and good are swept away together, or rather, that the former destroys the latter.

ARREST OF A MAIL STEAMER.—A telegram dated Thurso, July 28, states: The steamship *Express*, at present carrying mails between Caithness and Orkney, was on her arrival at Scrabster on Monday evening arrested at the instance of a London Company of shipowners and insurance brokers. There were a number of passengers on board for Orkney.

NEGLECTING THE LEAD.—A Board of Trade inquiry into the circumstances of the stranding of the steamship *Dee*, of Aberdeen, has been held in West Hartlepool. On July 8 she struck the ground amidships, about 8 a.m., on the Saltcar Rocks, to the south of Tees Bay. At 3 p.m. the vessel got off under her own steam, and proceeded to West Hartlepool. The Court found that the master did not sufficiently verify the position of the vessel on the morning of the casualty. That the instructions given to the chief mate at the time of leaving the deck were insufficient, and the master should have been on deck at the time of the casualty. The chief officer did not take proper and sufficient measures to ascertain and verify the position of the vessel from time to time, and he was not justified in altering the course when he did without calling the master. There had been no allowance made for tide and current. The neglect of the lead was unjustifiable. The cause of the vessel's stranding was due to a course being set and continued from a position incorrectly assumed off Huntcliffe. A good and proper look-out was not kept. After 7 a.m. on July 8 the vessel was not navigated with proper and seamanlike care, and the Court found both the master, James Smith, and the chief officer, Charles Bernie, in default, and suspended the certificate of each for three months, but agreed to recommend that a second mate's ticket should be granted to the chief mate during the period of suspension.

NAUTICAL NEWS.

THE War Office has determined that the construction of a pier at Inchkeith, on the Forth, shall be at once proceeded with.

THE ship *Craigburn*, recently wrecked on the Victorian Coast, was insured for £19,000, partly in London and partly in Glasgow.

THE construction of two new fast gunboats, named the *Leda* and *Alarm*, has been commenced in No. 2 dock in Sheerness yard.

THE captain of the steamship *Pallas* was fined 19s. on Saturday, at the Liverpool Police Court, for contraventions of the dock bye-laws.

A STEWARD and sailor of the British gunboat *Bramble* have been drowned at Monte Video by the upsetting of a boat in which they were going ashore.

A SCHOONER which has arrived at Gloucester (Mass.), from Iceland, reports that a Norwegian vessel, name unknown, lately foundered off the island with all hands.

THE Government of Peru has issued a decree declaring that religious feast days shall no longer interfere with the loading and unloading of vessels in the harbours of that Republic.

THE schooner *Pluvier* has arrived at St. John's, N.F., after a 29 days' passage. She brings a cargo of 90 tons of seal oil, being a portion of the produce of the catch of the Dundee Seal and Whale Fishing Company's vessels.

THE Board of Trade have awarded a binocular glass to Captain A. Heine, of the German barque *Gutenberg*, of Hamburg, in acknowledgment of his humanity and kindness to the shipwrecked crew of the ship *New York*, of Liverpool, which was wrecked off Staten Island on April 10, 1891.

THE Tasmanian Steam Navigation Company has been absorbed by the Union Steamship Company of New Zealand, which had already absorbed all the small steamship concerns in New Zealand. They appear to have made up their minds to extend their monopoly to the Australian colonies.

Two men who deserted from the ship *Stockbridge*, of Liverpool, while at anchor in the Downs, from Antwerp, were arrested at Canterbury on Saturday afternoon, returned to Deal, and were taken on board in custody, the ship sailing almost immediately afterwards for San Francisco.

WHEN the *Cambysses* left Molendo it was more than 15 days since the last steamer had arrived from Callao. It is, therefore, natural to presume that the Congressional Fleet had detained all vessels bound for Valparaiso in order to prevent news from reaching President Balmaceda. (Panama, July 27.)

THE holidays having nominally ended, nearly all the shipbuilding yards on the upper reaches of the Clyde should have re-opened on Monday. Only very few men, however, have returned to work; and the position of affairs in connection with the strike of ironworkers practically remains unchanged.

THE Admiralty have forwarded to all pensioned officers a letter asking whether they would volunteer in case of war or of an emergency. The letter states that such service would count for increased pension and other advantages. It is understood that the Admiralty have received many acceptances.

It is stated that a strike of fishermen engaged in herring fishing in Shetland has taken place, the men refusing the terms offered by curers. At the conference the fishermen delegates announced that no boat should fish for the prices offered, as it could not pay. A large fleet of boats at Lerwick decided to leave.

WHILE the West India Company's steamer *California*, inward bound, was crossing the Mersey bar, June 27, one of the crew, whose name could not be ascertained, fell overboard. A boat was immediately launched, but failed to reach the man, who was drowned. Meantime the steamer, being on the bar, could not be stopped, and could not be reached by the boat, which commenced to drift seawards. The Irish steamer *Belfast* bore down, taking it in tow till smooth water was reached. The crew had a narrow escape.

THE Admiralty have ordered that, when under steam, stokers are not to be worked in two watches except under urgent circumstances. When they are necessarily so employed, it is only in cases of real emergency that watch and watch is to be continued for more than twenty-four hours. When the coal is unavoidably in the less accessible parts of the bunkers, and high powers are required, assistance should, if possible, be given from the deck rather than that the stokers should be worked in watch and watch for more than a few hours.

THE departure from New York recently of the old wooden steam frigate *Lancaster* for the Asiatic station to become the flagship of the United States squadron in those distant waters, recalls the fact (says the *New Orleans Picayune*) that despite the ignominy and ridicule which have been heaped upon wooden vessels during late years, and the oblivion into which they have fallen since the new steel ships have been built, the former have served the country long and well. An entire generation has passed since such ships as the *Brooklyn*, *Richmond*, *Kearsarge*, *Lancaster*, and other like vessels were first put into commission, and they are still in the service or have but very recently been retired. Some of these ships have won places in history, and have not only fought the country's battles, but have been serviceable as efficient cruisers in times of peace.

SHIP AND TUG.—The House of Lords gave judgment, July 27, in the shipping case of *McCowan and Baine v. Johnston and others (the Mobe)*. An interesting question arose as to whether a collision between the tug towing the *Mobe* and the *Valetta* could be held to be a collision between the *Mobe* and the *Valetta*. The decision appealed against practically decided that the tug and the tow were one ship. Their lordships affirmed the judgment of the Court below, and dismissed the appeal, with costs. Lord Bramwell dissented from this view, holding that a "ship" and a "tug" should be spoken of separately for all practical purposes.

COMMUNICATION WITH LIGHTHOUSES.—In the House of Commons last Monday evening, July 27, Mr. Webb asked the President of the Board of Trade whether it was a fact that within the past few days one of the light-keepers on the Tuscar lost a hand through an accidental explosion of gun-cotton, and would have remained some 16 hours without surgical attention but for having been taken off by the *Cephalonia*; and whether, for use in cases of accident or shipwreck, her Majesty's Government would consider the propriety of establishing telegraphic or telephonic communication with the more important of the lighthouses situated on rocks and islands round the United Kingdom. Sir M. Hicks-Beach, in reply, said: I have no reason to doubt the accuracy of the account of the accident referred to as given by the hon. member, but the injured man was, as a matter of fact, promptly taken off for surgical treatment, and I do not think this particular case could be quoted in support of the necessity of establishing the communication to which the hon. member refers, however desirable it may be on other grounds.

EXCESSIVE DECK CARGO.—At Newport Police Court on Monday, Edward Lery, master of the British steamship *Celeste*, belonging to Liverpool, was summoned for carrying as deck cargo light wood goods to a height exceeding 3 feet above the deck. Mr. Vachell, solicitor, appeared on behalf of the Board of Trade, and stated that the vessel arrived at Newport from Hennebont, in the Bay of Biscay, on the 24th of March last. The deck cargo was measured and found to be 5 feet and 4 feet 10 inches high; the total excess of deck cargo was 1,441 cubic feet. The proceedings were taken under the Merchant Shipping Act 1876, which fixed the penalty at £5 for every 100 cubic feet. Evidence was called which bore out the opening statement. The defendant was served in London on Wednesday last week and sent a letter to the Court stating that he had to take his vessel round to Liverpool, and apologising to the Court for not being able to attend. The Bench said that the action of the captain endangered the lives of the crew. The extra amount earned as freight was £7 10s., and the penalty would be £15, including costs.

DISPUTE ON THE CLYDE.—A Glasgow correspondent, writing under date July 28, says:—An aggregate meeting of the Partick and Whiteinch Branches of the Boilermakers' and Iron Shipbuilders' Association was held yesterday in the Masonic Hall, Douglas-street. There was a large attendance of members, and delegates were present from Glasgow, Govan, Renfrew, Paisley, Clydebank, Port Glasgow, and Greenock. The proceedings were, as usual, conducted in private, but it is stated by the secretary that the men all over the Clyde district were as determinedly opposed to the reduction as ever, and that the platers and riveters who had resumed work since the commencement of the strike were again idle. The Clydebank men, who remained at work during July, had resolved, it was intimated by their representative, to come out at the end of the month unless the notice of reduction was withdrawn. In other respects the situation remains unchanged. Although all the yards in the upper reaches of the river should have reopened yesterday, nothing like a general resumption of work took place. All the yards, in fact, remained as quiet as they have been since the holidays commenced.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

The usual weekly meeting of the Green's Home Branch was held at the Schoolroom, Plimsoll-street, Poplar, on Tuesday evening, July 28, Mr. Whitehead in the chair, when the minutes and financial statement were confirmed. Correspondence was read from the head office, the Navvies' Union, Mrs. Harvey re superannuation claim, which the Executive had ordered should stand over until counsel's opinion be obtained on Rule xi, clause 2. A circular-letter from head office was read regarding the nomination of a delegate from the London district to the Trades Union Congress. It was further stated that the Executive Council had, by 6 to 4, decided that no paid official of the Union shall be allowed to attend that Congress. Mr. Whitehead was nominated, but declined, stating that as he was a member of the Executive, and as that body had the electing of the delegates, it would not look very well for them to appoint themselves. One member mentioned that we were all fighting for Home Rule for Ireland, but he thought it was time we looked nearer home, and had a little Home Rule for ourselves, and the delegates who attended the Trade Congress should be representative and not left to six men to say who should and who shall not represent the 80,000 seamen. They should be chosen by the men themselves. Mr. J. Anderson stated that regarding the alteration of rules there was only one rule upon which the success and upbuilding of this Union depended, that is if we wished this Union to be the organisation of all seamen. We could very well do without Parliamentary benefits until we organised ourselves, and then when we had put ourselves on a sound footing we could go to Parliament. Charity began at home. It was moved by Mr. Anderson, and seconded by Mr. Charles Becker, that the contribution be three pence per week from each member and be entitled to the following benefits. Shipwreck, legal aid and strike pay, and all other benefits be erased from the rules; carried. Mr. Taylor stated that he had heard that all resolutions coming from Green's Home Branch were put to one side as being the work and opinions of the secretary only. He therefore moved, and Mr. Berry seconded, that a petition be drawn up and signed by ourselves and forwarded to the annual general meeting in support of the three pence per week contribution. The Branch balance-sheet for last quarter was distributed to members. The meeting closed at 10.15 p.m.

Tidal Basin Branch held its usual weekly meeting in the schoolroom, Tidal Basin, July 24, the vice-president, Bro. W. Asbury, in the chair. The new members were admitted, and the minutes read and accepted; also the Executive Council minutes read out and accepted, the members remarking on the good work they had done during the last sitting, after which Brothers Potton, Brogden, Asbury, and McAlister were nominated as delegates to represent this Branch at the next Trade Union Congress, to be held at Newcastle-on-Tyne in September. The election takes place next week. The meeting closed, after some discussion, at 10.30. At a committee meeting held July 29, Bro. Simpson in the chair, it was proposed, seconded, and carried, that we vote the sum of £2 to the widow of the late Bro. Wanhope, to help her in her distress. It was also resolved to clear Bro. Curtis's card up on the 14d. week rule, after which the meeting closed at 10.30. [The reports from this Branch arrive so late that great trouble and needless expense, to say nothing of great inconvenience to a large number of people, is the result. We trust, therefore, that the secretary will insist on the reports being sent off in time.—Ed. SEAFARING.]

MERSEY DISTRICT.

The weekly meeting of the Liverpool (No. 1) Branch on the 27th inst. was fairly well attended. The Rules Revision Committee's report was discussed and adopted, and was as follows:—

Report of the Rules Revision Committee, Liverpool (No. 1) Branch.—Your committee have to report that they held their first sitting on the evening of July 16, and adjourned until the evening of July 23, on which evening they concluded their work, and ordered a report of the proceedings should be drawn up and submitted to the next Branch meeting. Having regard to the fact that your committee had no power to alter, amend, or rescind the rules of the Union, but merely to make suggestions, and, bearing in mind the waste of time experienced by the last year's

rules revision committee, it was decided not to go into details, but merely to indicate the direction in which we thought the rules should be altered after we had, as a preliminary measure, suggested a rules revision committee, to be elected by the Annual General Congress, as is done in other bodies when dealing with the rules; the method at present existing for the alteration or amendment thereof being eminently unsatisfactory.

The following resolutions and recommendations to the A.G.C. were moved, seconded, and carried: (1) That the A.G.C. be and is hereby requested to appoint and elect a rules revision committee of ten members from their own body, who shall meet at — on a date to be decided on; such committee to sit from day to day till they have amended the rules of the Union, having due regard to the various suggestions from the Branches of the Union in so far as they deem them advisable; and that on a date to be fixed by the A.G.C. they shall present their report and submit their amended rules to the A.G.C. for their approval or otherwise, for which purpose the A.G.C. should adjourn until, and reassemble on, the same date for this purpose only. (2) That a rule should be framed providing that all Branch secretaries be and remain financial members of the Union, failing which they shall cease to hold office, and compelling the Branch committee to periodically inspect the cards of membership of the officials in question. (3) That the A.G.C. be requested, in accordance with Rule IX., Clause 5, Sub-clause 3, to nominate some member of the Union as a candidate to represent one of the Parliamentary divisions of the city of Liverpool. (4) That the A.G.C. be requested to so amend Clause 1 of Rule III. as to provide for cases where only one candidate has been nominated and elected, and subsequently resigns his seat on the E.C., giving power to the Branch or Branches concerned to elect a successor for the remainder of the term of office so resigned. (5) That the A.G.C. be hereby advised to rescind the sub-clause of Clause 12 of Rule V. (6) That Clause 4 of Rule VI. be rescinded, and a new rule inserted providing that the business of the Union shall be conducted in a uniform manner by all Branches; also that the meeting night of all Branches throughout the kingdom be on one given day of the week. (7) That Clause 11 of Rule VI. be so amended as to provide that the books provided to each and every Branch are of uniform description and are kept in a uniform manner. (8) That Clause 5 of Rule VII. be so amended as to provide that all Branch secretaries shall, immediately after the passing of this amendment, enter into a bond with some guarantee company approved of by the E.C. for a sum not less than £50, for the due performance of their duties. (9) That the whole of Rule VIII. be rescinded, and a new rule framed with a view to the centralisation of all the funds of the Union, and that other rules affected thereby be modified accordingly. (10) That Clause 3 of Rule IX. be amended so as to be made practicable. (11) That Clause 4 of Rule IX. be deleted. (12) That Clauses 5 and 9 of Rule IX. be amended, providing that after enrolment financial members shall be supplied with all subsequent cards and rules free of cost. (13) That Rule XV. be entirely rescinded and framed afresh. (14) That Clauses 18, 19, 20, and 21 of Rule XIX. be amended so as to define the periods of quarter, half, and full benefit as regards funeral allowance. The above represent the whole of the recommendations which have been thought necessary to make, and in conclusion your committee regret to have to report that very few of the members attended the sittings, and hereby recommends that a special fine be inflicted on the absentees.—Signed on behalf of the Rules Revision Committee: John Rogers, Chairman; Henry R. Taunton, Secretary.

Mr. J. Rogers was nominated as the delegate to Trades Congress. Eleven new members were enrolled.

The usual weekly meeting of the Birkenhead Branch was held on Wednesday, July 22, Mr. Ben Harris presiding. The minutes, correspondence, and financial statement for the week ending July 18, having been read, were approved of, whereupon the names of new members were submitted and accepted, on the motion of H. Stanley, seconded by J. Candlish. The question of being permitted to smoke during meeting hours was then raised by Bro. H. Stedding, when it was moved by H. Stanley, seconded by R. Rogers, that smoking be strictly prohibited during the time of meeting. The proposed alteration of rules was then considered, and after due deliberation several alterations were proposed to be forwarded to head office without delay, and the meeting adjourned.

The first meeting since the alteration of meeting night of this Branch took place on Monday, July 27, Mr. Thomas Elcock presiding, there being a splendid gathering of members, which augurs well for

the attendance in future on the new night of meeting. The minutes, correspondence, and financial statement for week ending July 23, having been approved of as highly satisfactory, the names of new members were submitted and accepted to membership. The minutes of the Executive Council meetings, held July 8, 9, 10, and 11, were read, and after some slight discussion respecting several of the resolutions contained therein, they were passed, on the motion of G. Collins, seconded by James E. Poole. Some slight discussion took place respecting the conduct of Mr. A. J. Candler, Liverpool Branch, in soliciting work for other men, when the following resolution was carried unanimously, on the motion of G. Collins, seconded by James Stanley, "That in our opinion it is not at all necessary for Mr. A. J. Candler, or anyone else, to solicit work for men who may be living with them. In our opinion it is desirable that men should look after their own employment, without others soliciting same for them."

Boundary-street Branch held its usual weekly meeting on Wednesday July 22, and a highly representative gathering of Unionists was there to wish the late secretary good-bye, and the incoming one God-speed. Mr. Marmion, the late secretary, was elected chairman, and Mr. Connory of Bootle, vice. Amongst the other familiar Union faces present, we noticed Messrs. Taunton (secretary), Rogers, Flay, and Garrett Noble, of Liverpool; Messrs. Murphy, Fritchard, Hepburn, Ham, and several others of the Bootle Branch. In opening the meeting, the chairman said that, though he was leaving the Branch as an official, he was there at all times, heart and soul, as a member, and that he severed his connection with the Branch only on private and personal grounds, and trusted that the Branch would in time become a credit to the Union and those connected with it. The present secretary, in thanking Mr. Marmion for his wishes, said he was very proud to state that the books turned over to him had been examined and found correct in every particular, and that Mr. Marmion was what is called "the noblest work of God, an honest man." The financial statement and correspondence having been read and approved of, the secretary stated that he had sent a letter to the *Mercury* re cattle ships, hoping that as Mr. Chaplin was in town, he would not confine himself to the three vessels specially selected and fitted up by the ship-owners for his inspection, viz., the *Georgian*, *Ottoman*, and *Nomadie*, but that he would also examine the *Oceanholm*, just arrived, the *Eden Holme*, the *City of Lincoln*, and a few of that type of vessel, and then he would see where the shoe pinched, but although the editor of the *Mercury* was courteous enough to acknowledge receipt of letter with accompanying remarks, it was not inserted because it is supposed it might hurt someone's feelings. Mr. Taunton gave quite an exhaustive and pithy speech in regard to cattle vessels, also urging strongly upon the members to stand firmly by their Union. Though the day was still a bit distant when they would have a clean sweep of the deck, yet they had the cards in their hands, and were eventually sure of taking the winning trick. Mr. Connory next gave a very interesting address, and some sound logical advice to the members in regard to representation Municipal, Borough, and Parliamentary, and gave several illustrations of how it was that one class of men could never really be represented by another who were utterly at variance with their opinions, and entirely oblivious to their wants. Mr. Gilmour moved, and Mr. Mooney seconded, a hearty vote of thanks to the visiting members for their attendance, coupling especially with it the names of Messrs. Taunton, Connory, and Rogers. Mr. Rogers, in a few remarks, returned thanks on behalf of the visiting members, saying he was very happy indeed to be present at the launch of No. 4, with Mr. McGovern at the wheel. On the motion of Mr. Devaney, seconded by Mr. Muir, a vote of thanks was passed to the chairman, and a sincere wish was expressed that in his new position he would be prosperous and happy, after which the meeting adjourned.

The Bootle Branch held their usual weekly meeting on Tuesday evening last, July 28, Mr. McGovern in the chair. The minutes were passed after the rescinding of the motion carried at the last meeting to forward £2 to the London joiners, as the Executive Council have already given them some support. The secretary then read the minutes of the late Executive Council meeting, which caused a great deal of discussion, but which closed by Mr. Edwards moving a resolution to the effect that the Executive Council's minutes of the last meeting stand over till next week. This was seconded by Mr. Leary and carried. The proposed alterations in the rules, put together by the revision of rules committee of the Branch were then read and with one alteration, passed on the motion of Mr. Edwards, seconded by Mr. McNulty. The election of a delegate to the Trades Union Congress, which will

be held at Newcastle-on-Tyne in September next, was then proceeded with. There being a nomination from each Branch in the district, the choosing of the delegate being left to the general secretary, Mr. E. Edwards was nominated from this Branch. After an address by Mr. Leary on the subject of "labour representation," the meeting adjourned. Members of the Bootle Branch will please note that on and after Saturday next, the 1st of August, the entrance fee will be seven shillings and sixpence, and it behoves all non-Unionists to take this opportunity of making themselves members, and so being able to lift up their heads like other men, and not act the part of parasites by taking the advance in wages got for them by the Union, and then being too mean-spirited to help to keep those wages up.

GLASGOW BRANCH.

On July 27 a meeting of this Branch was held in the Typographical Hall, 102, Maxwell-street, B. O. J. McQuillan, president, in the chair. Before commencing business some few remarks were made in reference to the ante-chambers of our meeting hall being monopolised by other bodies, after which the minutes of the previous meeting being read, were unanimously adopted, as was also the financial statement for week ending July 18. The minutes of the last meeting of our executive council (as sent down from head office), were about to be submitted when our secretary (Mr. Boyd) intimated that he proposed tendering his resignation, and would consequently give the necessary month's notice as required by rule. He explained that he did not intend to secede from the Union but he thought he could be of much greater benefit by being allowed to remain an ordinary member than by being a paid official. His reason for this proceeding being asked for and explained, the matter dropped for the time, and the reading of the minutes was gone into, the different resolutions being explained by the chairman, he being an executive councillor. A great deal of time being taken up with discussion on this matter, the executive minutes were at this stage adjourned to allow of other business to be brought forward. Mr. Boyd was elected, on the motion of Bros. Wright and Bryson to attend the Annual Trades Congress to be held this year in Newcastle, whether paid official or not. The retaining of the legal expenses of P. McLarty was next discussed, he having had a law case which had been compromised by the ship-owners allowing the member a certain sum, the Union retaining the law agent's charges. Bro. Wright moved, and Bro. Strand seconded, that the whole amount retained as law agent's charges be returned to the member. This was unanimously agreed to. An application was heard from C. Eaglesham, who had suffered somewhat in the interests of the Union, and was at present unable to follow his usual employment. Bro. Bryson moved, after a good deal of discussion, and Bro. Wright seconded, that for the services rendered by this member, and his inability to resume work, a grant of £5 be given him from the Branch management fund, the same not to be returned. This was unanimously carried. Bro. Bryson also moved, and Bro. Wright seconded, that the secretary take back his notice of resignation. After some further comments on the matter it was allowed to remain over for a week.

SOUTHAMPTON BRANCH.

The weekly meeting of this Branch took place on Tuesday evening, July 28, when the income and outlay were accepted as satisfactory. The correspondence was also read, and several resolutions from head office discussed. The question of electing a delegate for the Trades Union Congress was discussed at length, and resulted in the election of the chairman by a large majority. The outside delegate reported that the members in arrears were steadily coming to the front, and altogether the Branch seemed to be improving. Attention was also called to the successful demonstration at Portsmouth on Saturday, and it was hoped that the Portsmouth Branch of this Union would flourish under the management of the new secretary, Mr. J. Farquharson. The meeting was closed shortly after 10.

STOCKTON BRANCH.

The secretary of this Branch, under the date of July 23, writes to us:—"Sir, I will thank you if you will publish in SEAFARING what I consider another victory for the Union, &c. William Anning, built at this port and sailing for Cardiff. The officers, engineers, domestic, firemen, were all complete, yet the master, Mr. Evans, assured me the owners had given him instructions (Birmingham, of Stockton) not to pay sailors more than £4 10s. on any account, and the captain told me that he always expected to pay firemen 6s. per month more than

sailors, but he failed to answer my question—why? However, on signing on there was no sailor to be found. Although the mate had spent a day in Middlesbro' hunting up the boarding-houses not one man could be found to go, and, as the police put it, 'from information received,' the Middlesbro' men were 'not having any' just then, or, at least, not at that price. So on Wednesday at 11 a.m. the party above-mentioned had signed, and all had left, thinking perhaps no one was waiting for them. Five sailors and boatswain came on the scene accompanied by a boarding master and one of the Federation officials. I asked him if they were Union men. He said, yes, I asked, had they seen Mr. Cathey, the secretary, at Middlesbro'. He again answered in the affirmative, and that Mr. Cathey had sent them up. Having suspicion I at once wired to Mr. Cathey, and he informed me that he had not seen or heard of the men. However, I called the men one by one aside and each man produced his Union card, proving satisfactorily to me that they knew well what they were doing, and what a farce the Shipping Federation is, and as the men have got the wages out of this port, viz., £4 15s., and signed for a final port of discharge in the United Kingdom I will, with their permission, give you their names and Branches."

ABERDEEN BRANCH.

The regular weekly meeting of the Branch was held on Monday, July 27, R. Fraser, president, in the chair. The attendance of members was fairly good. The minutes of meeting of July 13 were confirmed, there being no meeting on July 20 because of the annual holidays. Correspondence was next disposed of; the circular bearing fresh instructions will be attended to, also the further circular requesting the Branch to nominate some member to Trades Union Congress to be held in Newcastle. The president, Mr. R. Fraser, was unanimously nominated, and his name will be forwarded as per instructions. The income and outlay of picnic was next read over, there being a balance of £1 7s. 8d. The secretary suggested, in virtue of a discussion at a former meeting of the Branch, that the members should put forth an effort and get a banner worthy of the name, and that the 20s. be devoted to form a nucleus for that purpose, and that the remainder should be devoted to the guarantee fund being raised by the Branch for the Central Trades Hall for the United Trades of the City of Aberdeen. This was put by the chairman and carried unanimously, and I am requested to add further that both funds are now open to the members to subscribe small sums to assist the furtherance of these schemes, and for the encouragement of the members that one four weeks ago, in writing to the secretary, stated that if the Branch would make the effort he would subscribe one pound to banner fund, and his promise will, we are sure, be made good. A further discussion took place on the amendment of rules. The discussion centred itself with respect to strike aliment, not only to those who were taken from their employment, but that the principle should be made to cover those members who would not permit themselves to accept employment on vessels out of which members were taken. Another matter of considerable interest to the members was talked over, and the secretary was instructed to urge upon the central office the necessity of attending to it at the earliest possible moment. After some other matters were considered the meeting adjourned, which throughout was of the most hearty order, and if members would only attend, they would go a very far way to encourage all concerned.

DUBLIN BRANCH.

At the usual weekly meeting, Bro. J. M. Maxwell presiding, the minutes having been adopted, and the financial account accepted as satisfactory, correspondence was read, and a long discussion of a private nature took place on some letters from head office, which were then passed. At this stage our godfather, Mr. P. A. Tyrrell, introduced a friend and brother Unionist, Mr. Brodie, of Glasgow. The chairman then gave a short address on Trade Unionism, pointing out the great necessity there was for every man keeping clear on the books of his Union, showing how the S. and F. Union was the best investment that the men could put their money in, as for the small sum of sixpence per week they were receiving two and three shillings a week more wages than before the Union started. Even if it was nothing more than the every day increasing security of lives on board ship, sure sixpence per week was well spent. The working men had built up, with the aid of our leaders, organizations that the capitalists, with eighty millions of money which they boasted of, could not break. Surely this was something to look up to. The agents of the Federation, he was sure, were receiving large

salaries to persecute and tyrannise over the unfortunate working man. The Federation were trying, by every means in their power, fair and unfair, honourable and dishonourable, to smash the Trades Unions in order to have working men as in the past—their serfs and slaves. But so long, he said, as you stick to your Unions you need have no fear of the whole Federation gang. He had great pleasure in asking Mr. P. A. Tyrrell to address the meeting. Mr. P. A. Tyrrell on rising, said: Mr. Chairman and fellow members,—After the able address and advice given by your chairman, there is very little I could add, and that is that it is not sufficient for you to pay your contributions. You must attend your meetings. You must put your heart into the movement, and you must be the seeds of Unionism in every port you visit. No one has the opportunity of sowing that seed so well as the sailor or fireman, from the very nature of his calling. No Union has achieved so much in such a short time as the Sailors' and Firemen's Union. (Cheers.) Mr. Brodie being asked to address the meeting, said that the Dublin Branch, with men like the chairman and Mr. Tyrrell and your secretary, need have no fear of fighting a local official of the Federation, even though he is backed by the Federation. There is no fear of him destroying your Union if you are firm, no fear of your wives and children being starved by the tyrants, whose day is past. You must not think anything too great a sacrifice, for you are fighting for liberty, home, and family. Sailors and firemen, do you want your children to suffer the same as yourselves have done in the past? By sticking to your Union you are insuring your own lives and making seafaring life less dangerous, and not as in the past, when you were only considered by your taskmasters as profit machines out of which they ground their millions that they boast of having, and which they are willing to spend in order to grind you again. The secretary then proposed, and Bro. Lynch seconded, a hearty vote of thanks to Mr. Tyrrell and to Mr. Brodie, which was carried unanimously. They having made a suitable reply, and the chairman advising us to remember all they were at so much trouble to teach, a very enjoyable evening terminated.

HULL BRANCH.

At the usual Branch meeting, held in Unity Hall, the president, Mr. T. Ward, in the chair, amongst the correspondence was a letter from Mr. S. Lawday, objecting to Mr. W. Brown being returned outside delegate, and stating that he would appeal to the Executive Council, and if he got no satisfaction there he would appeal to the Annual Congress. On the motion of Mr. Chaffer, it was resolved that the matter now drop, and if Mr. Lawday chooses he can appeal to the Executive Council.

At the meeting on Friday, after the reading of the minutes, a warm discussion took place regarding Mr. Brown. Mr. Black proposed, and Mr. Sutcliffe seconded, "That we, the members of the Hull Branch of N. A. S. & F. U., consider that Mr. Brown is eligible, and a fit and proper man to be a paid official of this Branch, and as he has been elected to office by a large majority, we hereby pledge ourselves to give him our most hearty support, and we furthermore express our entire confidence in him." This resolution to be laid before Mr. Wilson on his arrival in Hull, as we are of opinion that the opposition to Mr. Brown holding office, has arisen through members being unsuccessful at the last election, viz., Messrs. Lawday and Overton. Mr. Chapman objected to the question being brought up again and moved the previous question which was carried. The quarterly balance sheet was read, after a few questions were answered, and was accepted unanimously. A crowded special meeting was held on Tuesday Mr. J. H. Wilson being present, Mr. Young in the chair. Mr. Wilson, on rising received three hearty cheers, he stated he had received a letter from a member named Lawday re the election of Mr. Brown, and he invited the members present to give their views on the question. After several had spoken Mr. Wilson said he himself considered Mr. Brown eligible to hold office, and seeing that the letter came from an unsuccessful candidate he should take no further notice of it but leave it to the members. It was resolved unanimously that Mr. Lawday's objection be not entertained also that it be not allowed to be brought up at the Branch meeting any more. Mr. Wilson then gave some good sound advice to the men, asking them to stick to their Union and pointed out the different advantages they had received since the formation of the Union. A hearty vote of thanks to Mr. Wilson, and the chairman brought the meeting to a close.

At Friday night's meeting a complaint was made by the captain of a collier running between here and London against one of our members, a steward

named W. Allanson, for not going in the vessel after being engaged through the Union office, the consequence being that she had to go away without a steward. On the motion of Mr. Gregory it was resolved that we censure Allanson severely, also that we send an apology to the captain, the same to be inserted in SEAFARING. Another complaint was made by the ship's del-gates of the s.s. *Hindoo* against J. Cavanagh, W. Richardson, C. Booth, and D. Cochrane, for backing out after signing articles. It was decided to summon them to the next meeting, and if they do not attend to fine them accordingly. The Wilson reception committee report was read and accepted, and a hearty vote of thanks awarded them, also to the Trades Council and the various speakers who took part at the meeting in Hengler's Circus, which was considered a grand success.

MIDDLESBROUGH BRANCH.

At the general meeting, Monday, July 23, Mr. George Young (vice-president) in the chair, the secretary announced five new members during the week, and said the Branch was making rapid headway again both numerically and financially. The minutes of the last meeting were then read and confirmed. Correspondence was then read from head office, South Shields, and other Branches, also from several members of this Branch. Some discussion took place with respect to a proposed meeting to be held at an early date, when a lecture will be given on the "Life of Seamen on Board Cattle Ships." It was moved by Mr. W. McGuire, seconded by Mr. E. Forrest, that the secretary make the necessary arrangements; carried. The correspondence was then adopted as read. The meeting then proceeded to elect an outside delegate. Two candidates offered themselves for the situation, Messrs. William Gilchrist and George Young. Mr. Young, the chairman, being one of the candidates, retired from the chair until after the election, Mr. George Coaker taking the chair. Mr. R. Wyldbore proposed Mr. Wm. Gilchrist as outside delegate, seconded by Mr. Thos. Brown; Mr. George Young was then proposed by Mr. J. Brown, seconded by Mr. G. Bone. The voting then took place, when 16 voted for Mr. Gilchrist and two for Mr. Young. Mr. Gilchrist was then declared elected. The Executive minutes were then read and discussed, and the meeting afterwards adjourned.

Shipping still quiet in Middlesbro'.

GRAYS BRANCH.

There was a good muster of members at the meeting of this Branch, July 21, Mr. Longman presiding. After the usual business had been gone through, this Branch's suggested alterations in the present rules were read and approved of. Amongst others the following will be submitted to the forthcoming annual general meeting:—Rule 7, clause 9: to delete the words "two auditors" and insert "a public accountant and a member of the Branch." Also the following suggested new clause to Rule 9:—"Should any member of a Branch rejoin in another Branch to avoid paying up arrears of contributions or fines, he shall be considered a defaulter, and not entitled to any benefits, until he has paid to the account of the Branch he deserted a fine not exceeding 20s., in addition to the amount owing for contributions, etc." We sincerely hope that the latter will find its way into the book of rules; then we will have an opportunity of dealing with the mean characters that are taking advantage of the present entrance fees.

KING'S LYNN BRANCH.

At the usual weekly meeting July 27, Bro. Wm. Cummings presiding, the minutes and financial reports were adopted, also correspondence and minutes of the previous Executive meeting, a discussion taking place in respect of the same. The secretary stated that the committee had thoroughly gone through the rules, and then submitted the proposed alterations. It was resolved that they be forwarded to head office, also that thanks be tendered to the secretary and committee for the manner in which they have attended to their duties. It was moved by C. W. Arnold, seconded by Robert Hendry, that owing to Monday, the 3rd of August being Bank holiday that we postpone our Branch meeting till Tuesday, the 4th inst.

SUNDERLAND BRANCH.

At the usual meeting July 27, Mr. W. Airson in the chair, there being a good attendance of members, the secretary read several letters, also circulars from the Executive Council, one of them requesting the Branch to nominate a delegate to the Trade Union Congress to be held at Newcastle. The minutes of the Executive were also read and will be discussed at the next meeting. A member of this Branch then complained of the conduct of the

officials at the Tower Hill Branch, when having a case against the captain of a ship where two days' pay had been wrongfully stopped from his wages, he was told by the secretary that he would have to pay for taking out the summons himself, and if he lost the case pay the expenses. He said that it was little use him paying contributions if he had to pay for every case out of his own pocket. The Branch finally finished the alterations of rules proposed by it to be submitted to the annual meeting in October next. The secretary stated that he had received a pass from the Railway Company to take them to Teaside Station for Ferchale Abbey. Every one would muster at the station at ten o'clock in the morning. Mr. J. B. Lee read a paper to the meeting on the discharge system showing the failure of the same.

NORTH SHIELDS BRANCH.

At the usual weekly meeting, Bro. Isaac Walters vice-president, presided. The minutes were adopted; also the financial report, which was considered satisfactory. Correspondence was read from head office, on which there were very few remarks, and it was adopted. There was some discussion on the nomination of a delegate for the Trades Congress, to be held in Newcastle. It was decided to leave the nomination over until our next meeting. The secretary then informed the members that he had had an interview with R. S. Donkin, M.P. for Tyne-mouth, about removing the block of a certain measure that was to be beneficial to the seafaring classes of this country. Mr. Errington then gave a bit of information on the business transacted at the last Executive meeting. He also alluded to the report of the Newcastle Branch, and asked the secretary to refer Mr. W. Jackson to Rule 9, clause 10, of the same rule, and he will be better able to see where he has made his mistake. It was next intimated that our annual trip will take place on Aug. 3. We hope all members will avail themselves of this trip, and muster in good numbers, as there will be all sorts of sports and dancing, also speeches to be delivered by leading Trades Unionists.

LEITH BRANCH.

At the weekly meeting on July 23, in the Labour Hall, 77 Shore, Bro. J. Green presiding, the usual business having been gone through, the chairman addressed the meeting on the necessity of having labour representatives on local Bodies. His address proved very instructive and interesting, and was the means of drawing on a very lengthy discussion. When the discussion closed there was still twenty minutes to spare, which time was taken up by several members singing songs. Before closing the meeting the chairman said that it was encouraging to find the meetings so well attended, especially at this time of the year, when the nights were so fine, and in many cases the men had only one night at home in the week. When he saw those men giving that night to the business of the Union, he was sure that the example shown by them would do much to wake up those who appeared to be asleep. The meeting terminated with the usual vote of thanks to the chairman.

SOUTH SHIELDS BRANCH.

At the usual weekly meeting, which was largely attended, July 27, the president in the chair, the minutes were adopted, and correspondence was read from head office in reference to the Trades Union Congress, and the nomination of a delegate. The minutes of the last Executive Council meeting were read, which occupied some time, and it was decided that they remain over till next meeting for further discussion. The weekly balance-sheet was then read and confirmed, showing that things were going on well, and 12 new members for the week. All members are reminded that we have now two general meeting nights, Monday and Friday, so that the men who cannot get Monday may be able to attend on Friday. Members going with the trip on Bank Holiday are requested to cross with the 10 ferry to North Shields. No tickets will be sold after Friday, July 31.

BRISTOL BRANCH.

The usual meeting of this Branch was held on Monday last, and after a great lapse of time we are able to report progress. In fact we have not had since Christmas such a drilling to find crews. Bro. J. Stanley presided. The minutes having been read and adopted, correspondence from head office was read and discussed, and several suggested alterations in the rules will be forwarded to head office for congress consideration. It was resolved to submit the name of the chairman to the Executive for adoption, to represent this district at the Trade Union Congress to be held at Newcastle-on-Tyne in September next. The secretary then reported that the Federation was never very strong

in the port, and he had reasons to think they never would be, for during the past week two full Union crews had been shipped in vessels whose brokers were the Federation agents. And we must report the men, twelve of whom came from the *Union Home*, Cardiff, went aboard as Union men should, all sober and jolly, ready to take duty. In fact one of the skippers stated he had never seen such jolly fellows, the men in his boat marching aboard to the tune of a banjo, whistle and clappers, regular jolly boys. We have also, at the request of the Steam Navigation Company, placed a full Union crew on their new ship *Echo*. Good old Navigation!—all Union men employed, will not be bothered with blacklegs. The secretary also reported that Bro. L. Brinkworth's case had come off, in which he had claimed legal aid, viz. desertion from tug *Thomas of Glaston*. The same having received sanction of Branch and district secretary, we have fought. At the first hearing, our solicitors unfortunately could not attend, so the duty fell upon the secretary to do his level best to get an adjournment, which he obtained by admirable tact. His advice to Brinkworth in the defence, was commendable, resulting in an adjournment, at which we were represented by our well-tried advocate, Mr. J. H. Jones, Cardiff, who, with his usual ability, brought us off victorious. The prosecution forced home Sec. 243, but unfortunately for them, and fortunate for us, forgot there was an 1880 Payment and Rating Act. The Board of Trade surveyor, who was subpoenaed by us, having made a survey, admitted he would not like to go to sea in the tug, and practically confirmed our defence. Judgment for the defendant Brinkworth, and the plaintiff, H. Hodder, left a sadder but wiser man. The finances were then read, and with a few earnest practical words of advice to members by the chairman, they were passed, and the meeting closed.

CARDIFF BRANCH.

Under the heading of Cardiff Branch there appeared in SEAFARING of July 13 the following:—"Reports are being continually spread among seamen both at home and abroad, and particularly so among those who are in the latter condition, that the Union is dead or dying. Many believe such, and on coming to their several ports take no trouble to inquire into the facts of the case. Some, too, I am sorry to add, make this thought the bastard child to their own desire to evade payment of their contributions to an institution from which and by which they have profited and benefited so much. All the Union intends doing for the seaman is not merely the keeping up of his wage at a fair and equitable height, nor the preventing its being lowered to the depth of starvation. It has other purposes equally valuable and beneficial to seafaring men." From Cardiff Branch we have since had a complaint of this report being inserted instead of the one which the secretary sent. The above report came to us on paper bearing the official stamp of the Cardiff Branch. No signature was attached to it, and it is not in the secretary's handwriting. In addition to the above the report went on to describe how the crew of an overloaded steamer had received, through Mr. J. H. Jones, compensation. As that had been reported in an article by the general secretary, which was published in SEAFARING of the previous week we did not consider it necessary to repeat it. That is the only report which we had for the week ending July 13 from Cardiff. If the report was not sent from the Branch the members ought to find out who uses the Branch's official stamp and who did send it. The part that we inserted was inserted in good faith, believing that it came from the Branch, and the part omitted was omitted for the reason given. In future, to prevent any misunderstanding, the Cardiff Branch reports should be signed by the person sending them, as all other reports are.

LIGHTHOUSES IN LEWIS.—In the House of Commons last Monday Mr. Caldwell asked the Chancellor of the Exchequer whether it was the intention of the Government to carry out the recommendations of the Western Highlands and Islands Commission as regarded lighthouses by causing lighthouses to be erected at Thumpan Head, and at the entrance to Loch Carloway, in Lewis; and whether he was aware that only a few days ago a large ship went ashore in Broad Bay, Lewis, owing to there being no lighthouse on Thumpan Head. Sir H. Maxwell, in reply, said: I have received information that the vessel referred to has been got off and left in tow of a tug, but I may inform the hon. member that it is intended to erect a lighthouse at the entrance to Loch Carloway, in Lewis, and it is possible that the light may be completed this season. There is no present intention of erecting a lighthouse on Thumpan Head.

SEAFARING DISASTERS.

Amorette.—Ostend, July 27.—*Amorette*, brig, Whitby, sunk last night by Belgian mail boat *La Flandre*; crew saved.

Annie, s. of London, Burne, from Ursvitsen, with deals, struck on a rock in lat. 63 45 N, long. 21 2 E. The captain and crew left her, and a Neptun salvage steamer took the vessel off and towed her to near the entrance to Umea, when she foundered in 17½ fathoms water.

Afghan, s.—See *Kilbrannan*.

Anahuac.—Brisbane, June 19.—Telegrams from Thursday Island state that the American ship *Anahuac*, from Newcastle (N.S.W.) for Padang, with coals, was wrecked south of Bramble Cay on June 14; crew saved.

August, s.—Plymouth, July 27.—The passengers landed here to-day from the *Lusitania* include Captain Hill and the three engineers of the Norwegian screw steamer *August*, of Bergen, which was burnt at sea.

Bonita.—Buenos Ayres, July 28.—British barque *Bonita*, Cardiff, Campana, whilst in tow, has been in collision with Buenos Ayres steamer *Dalmazia*. *Bonita* damaged above the water-line.

Baltic.—Hamburg, July 25.—With reference to the report dated Christiania, July 17, that the barque *Baltic*, of Barth, had sunk near Molde, the owners write that the statement is erroneous, as the barque *Baltic* passed Elsinore July 18, all well. It must have arisen through confusion with the *Baltic*, s. which sank July 15 near Ona.

Bather.—Dumb barge *Bather*, with coals, moored off Deptford Gas Works, having grounded in an awkward position, failed to lift on the flood. The tide flowed over her, and she lies sunk at entrance to the creek.

Beecroft.—Melbourne, June 20.—*Beecroft* ship, London to Melbourne, on June 18, received damage to boats, deck fittings, etc., in a strong easterly gale. On the 20th the tie of the upper mainsail-yard parted, and one of the A.B.'s working on it at the time was thrown into the sea and drowned; a boat which was sent to pick him up was stove in on its return.

Breslau, s.—See *Isabel*.

Candida.—Dunkirk, July 23.—The *Candida*, from San Francisco, collided with the *Altair*, also from San Francisco, doing her some rather serious injury. The *Candida* herself had one plate cracked, bowsprit broken, etc.

Cassel, s.—See *Hallamshire*, s.

Coningsby, s.—Akyab, July 24.—Rumoured *Coningsby* partly above water. Captain and crew proceeded Calcutta.

Dunsley, s.—Port Said, July 26.—British steamer *Dunsley* put back with shaft broken and loss of screw.

Dagmar.—Hamburg, July 28.—The steamer *Scandia*, from New York, reports that on July 25, in 49 N, 8 W, she spoke the Danish barque *Dagmar*, Sorensen, from Savannah for Hamburg, which signalled for medical assistance. The *Dagmar* had five men ill with typhus, and one man had died on July 17.

Elizabeth.—Bailey and Leatham's steamer *Elizabeth*, outward bound for Königsberg, returned with engines disabled; was towed from the Sunk by steamer *Boston* and has reached London.

Edinburgh, s.—See *Salamanca*, s.

Fire King, s.—July 26.—The Waterford Steam Navigation Company's steamer *Reginald* came into collision with the Glasgow steamer *Fire King*, outward bound. The latter sustained considerable damage, and returned to the Canning Dock.

Freuchny.—Dover, July 27, barque *Freuchny*, of Banff, Smith, master, Swansea (coal), for Stockholm, in Dover Roads, with damage to starboard quarter, etc.; captain reports having been in collision off Folkestone with *Deerhill*, s. which has proceeded.

H. M. Pollock, s.—Kurrachee, July 24.—*H. M. Pollock*, British steamer, has put back in tow, with shaft broken.

Hallamshire, s.—Gravesend, July 30.—*Hallamshire*, steamer, for Bermuda, and *Cassel* s. for Dunkirk, collided below here last night; former vessel is cut down to the water's edge on port bow; latter vessel proceeded, damage unknown.

Haddon Hall.—Rio Janeiro, July 27.—British ship *Haddon Hall*, from Cardiff (Liverpool) for San Francisco, has put in here with loss of some sails, and with cargo shifted.

Hardanger, s.—West Hartlepool, July 27.—The steamer *Hardanger*, bound for Cardiff, has put back broken down.

Isabel.—Hamburg, July 24.—British schooner *Isabel*, in tow of a steamer, and German steamer *Breslau*, from Leith, have been in collision. *Koehlbrand*. The former vessel is badly damaged; latter proceeded; damage, if any, not known.

Knight Commander.—Stanley, F.I., June 22.—*Knight Commander*, Murdoch, from Antwerp for San Francisco, put in here on May 30 with loss of tiller, and other damage. She is discharging several hundred tons of cargo, and will undergo repairs.

Kilbrannan.—Yokohama, July 29.—British ship *Kilbrannan* and British steamer *Afghan* have been in collision at Hakodate; both vessels are slightly damaged.

Little Eastern, tug.—Wapping, July 25.—Steam-tug *Little Eastern*, belonging to G. Dards, when proceeding up river struck Tower-bridge, knocking hole in tug's port bow; she was got under Tower wall and sunk.

Leda, s.—Lisbon, July 27.—British steamer *Leda* towed in here, supposed machinery damaged.

Maratona.—Candia, July 20.—The *Maratona*, Tarabochia, from Trieste for Candia, with wood, has stranded near this port; crew saved.

Nicolaus, s.—Liverpool, July 28.—The steamship *Nicolaus*, stranded at Dunbar, was successfully floated out of her bed in the rocks on Saturday morning, and was gradually being towed off when the tow-rope broke, and before another could be attached the tide receded. The next attempt will probably be made about the end of August.

Presidente Pinto, Chilean cruiser.—Toulon.—The new Chilean cruiser *Presidente Pinto*, ran aground shortly after leaving the harbour here.

Reginald, s.—See *Fire King*, s.

Roman, s.—Liverpool, July 26.—The *Roman*, s. from Boston, and a small steamer were in collision in river this morning; former had port bow damaged.

Richmond, s.—Brest, July 27.—Steamer *Richmond*, of London, 679 tons, from Cardiff to Decido in ballast, has been towed in here with screw lost, by French steamer.

Rifleman.—Hythe, July 30.—At 10 p.m. on July 29, the schooner *Rifleman*, of Teignmouth, ran into some obstacle in the English Channel, five miles north of Dungeness, and made a hole in vessel's bow, which caused her to founder. The crew, five in number, saved themselves in own boats and landed at Hythe.

Ridesdale.—Pernambuco, July 23.—Norwegian barque *Ridesdale*, Mossoro Rio Janeiro, foundered at sea; crew landed here.

Seagull.—Boston, July 16.—Barque *Seagull*, Hagins master, has been totally wrecked on West Coast Africa. One man lost.

Scapary, s.—Falmouth, July 25, 2.50 p.m.—Two forty afternoon twenty-fifth arrived *Scapary*, s. Thianich, from Newport for Trieste, coals and general cargo, and reports:—At 4.30 a.m. to-day 35 miles south-west of the Wolf Rock, coals exploded twice No. 1 and two holds, damaging decks forward, hatches, etc. One man lost, others badly burnt.

Salamanca, s.—*Salamanca*, s. and *Edinburgh*, s. have been in collision; both vessels are slightly damaged.

Syringa.—Philadelphia, July 23.—British barque *Syringa*, with petroleum, is on fire, Delaware Bay. Will probably be a total loss.

Swallow.—Lubec, Me., July 20.—The British schooner *Swallow*, from Hillsboro (N.B.) for Boston, with lumber, struck on Quoddy Head yesterday, and was hauled off last night with assistance of the life-saving crew. She anchored in Quoddy Bay full of water.

Thames, s.—Quebec, July 19.—The British steamer *Thames*, from Quebec for Sydney (C.B.), and the German barque *Stralsund*, Oehlberg, from Leith for Quebec, were in collision at l'Islet, and both vessels are badly damaged.

Tiber, s.—Sydney, C.B.—British steamer *Tiber*, cargo, coal and coke, is ashore on Bird Rocks, and will probably be a total wreck. Steamer and lighters have been sent to her assistance.

Tahta, s.—Portland, July 28.—Steamer *Guildford*, of Newcastle, arrived towing steamer *Tahta*, Captain Stewart, from London for Alexandria, having picked her up in disabled condition on July 25, in Bay of Biscay, about 120 miles off Ushant.

Tahta arrested at the suit of *Guildford*, s. for £4,000, salvage services.

THE foundation stone of a seamen's institute at Millwall Docks was laid last week. The institute will consist mainly of a reading room and a coffee room for the sailors and petty officers of vessels using the Millwall Docks.

AN inquiry was held at Port of Spain, on May 30, into the loss of the sloop *St. Eustacius*, which was wrecked off the coast of Tobago on April 5. The Court was of opinion that she was not in a seaworthy condition, and that when she left Toco she was not in a state as justified the captain in proceeding on the voyage. In the opinion of the Court the master acted right in beaching the vessel.

ALLEGED INTIMIDATION.—At the West Ham Police Court, Richard Field, a lighterman, and Charles Pendrill, a lighterman, were summoned for using violence to and intimidating John William Blackmore, a lighterman, for the purpose of compelling him to abstain from doing what he had a legal right to do at the Victoria Docks on the 3rd inst. After a long hearing, the magistrate said there was want of corroboration of the complainant's statement, and he felt sure no jury would convict. He dismissed the summonses.

CLAIM FOR SAVING A BARGE.—At Gravesend County Court, George Egeley, H. Tyler, W. Brenchley, and two others, fishermen, of Gravesend, sued Mrs. Emmerson, of Brentford, for £15, for services rendered by the plaintiffs in saving defendant's barge, which was adrift, when a strong gale was blowing, at Northfleet. Joseph Hether, fireman, for the defendant, denied that the men secured the barge, as she had already been beached. He admitted that Egeley and his son helped to pump the water out of her, and was willing to give them £1 apiece. The barge was taken back by defendant's own men. The judge held that the plaintiffs had no legal claim upon the defendant, as they had volunteered their services, and could only trust to the defendant's generosity. Judgment for the £2 admitted.

GRAIN CARGOES.—At Liverpool Police Court John Jones, master of the British steamship *North Durham*, laden with grain at Alexandria, and bound to Liverpool, was summoned on a charge that he did not take all necessary and reasonable precautions in order to prevent the grain cargo from shifting. Mr. Paxton appeared on behalf of the Board of Trade to prosecute, and Mr. Inglis defended. Mr. Paxton stated that it was practically admitted as a matter of fact that 130 quarters of maize were carried on the 'tween decks beyond what was in the feeders. The provisions of the Grain Cargoes Act should be enforced, because they were necessary for the safety of life, and the distinction between the different classes of grain should be observed, as shipmasters who did not observe the Act would be able to bring their cargoes cheaper than those who did. Evidence having been given by stevedores as to the manner in which the grain cargo was stowed, Mr. Inglis said the whole difficulty had originated through an unfortunate statement by a clerk at Alexandria, that the vessel carried a "mixed" cargo, and that was interpreted as grain. Mr. Paxton maintained there was an offence under the Act. Mr. Stewart, stipendiary, said that the maize being carried where it was constituted a breach of the regulations, and it was important that masters should know they must not do so. He inflicted a fine of £5, with £2 lrs. 8d. costs.

DEFECTIVE CHARTS.—An inquiry was held at Valetta on June 30 and July 1 into the circumstances attending the steamer *Alacorty* having touched the ground on the 22nd of last month whilst entering Brindisi Harbour. It appears that the stranding was caused principally by the ship having been navigated only with an Admiralty chart of part of the Mediterranean on a small scale, supplied by the owners, and not having on board Sailing Directions for the Adriatic Sea. The master ought to have obtained those directions and an Admiralty chart on larger scale. The Court considering that the master did his utmost after the disaster to save ship and cargo, severely reprimanded him, and acquits the second mate, Thomas Williams, whose watch it was when the steamer struck.—The report and decision of the Marine Board of Queensland relative to the stranding of the ship *Riversdale*, of Liverpool, James Farr, master, near Tchio Pass, New Caledonia, on Feb. 24, is to the effect that it appears to the Board that the master navigated his vessel with care, but his charts and sailing directions were insufficient. The Board do not consider that any evidence has been adduced upon which to base a charge of default.

A GREAT JUMPER.

Scroggs: "I say, Boggs, does Skinner belong to our athletic club?"

Boggs: "No; why do you ask?"

Scroggs: "Oh, he broke all records recently so far as I know. He ran up a big board-bill in London and 'jumped' it, and the next heard of him was that he had landed in New York."—*Boston Herald*.

A PERSONAL SHEET.

He walked into the *sanctum sanctorum* of the society editor, and wanted to see the great man himself. That worthy, after a careful scrutiny of the member of the public, came out from behind the door and introduced himself.

"Oh, you're the editor of this paper?" said the visitor. "Grand paper yours, and no mistake!"

"Every promise is faithfully kept," said the editor, bowing, "which is saying that this is the greatest moral show on earth."

"Yes," continued the visitor, seating himself in a chair, "I like your paper, especially the personalities. I suppose you have a little trouble now and again over them?"

"Yes; occasionally things are a bit lively," said the editor.

"Ah, so I should have thought. Ever shot at by indignant individuals—eh?"

"Only on publishing days. People get out their revolvers, and cruise round here; but, as their nerves are in an excited state, their aim is unsteady—they never hit. Next day they get cool, and see the paper isn't so very personal, after all."

"That's right," said the visitor. "You mustn't be too personal, you know. That will never do. Keep up the moral tone of your journal, and don't be too personal. Now, I've brought you a little item for insertion if you can manage to put it in. Just say this in your next issue: 'That red-headed, cross-eyed Ferguson is mean enough to steal a piece of meat from a blind boy's dog. Why doesn't he pay his tailor?' Could you put that in?"

"I'm afraid it's just a little too personal. Doesn't it strike you that way?" asked the editor.

"Too personal!" said the visitor. "Not at all; it's well-deserved."

"That may be," replied the editor; "but I fear I could not pass it. Have you any animus against Ferguson?"

"I? Not at all," retorted the other indignantly. "But I want to know when he is going to pay for that suit of clothes."

"Oh," said the editor, as a light dawned in upon him, "then you, I presume, are Ferguson's tailor?"

"Presumption perfectly correct."

"Then I'm certain I couldn't pass it. I should advise you to sue him in the County Court. This journal is not an amateur trade protection society."

"Isn't it?" cried the other, rising. "Then all I can say is that it is a swindle. What's the use of a paper if it can't make a man pay his tailor's bill?"

And the indignant tailor bounced out, and decried the journal to everybody as a paper that, in his opinion, was far too personal.

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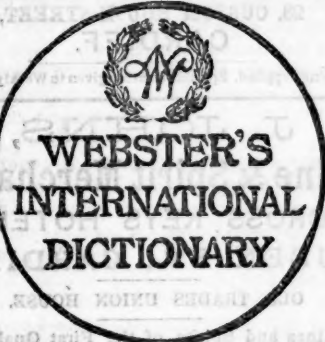
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